

AIRCRAFT ACCIDENT PACKAGE

ZDC-ARTCC-212

AAL77, B757

SEPTEMBER 11, 2001, 1338 UTC

DESTROY: SEPTEMBER 11, 2006

ZDC-ARTCC-212
AAL77

SECTION 1
Table of Contents

ZDC-ARTCC-212
AAL77

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ZDC-ARTCC-212
AAL77

SECTION 2

FAA Form 8020-6, Report of Aircraft Accident
FAA Form 8020-6-1, Report of Aircraft Accident (Continuation
Sheet)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE December 10, 2001	REPORT NO. ZDC-ARTCC-212			
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY Washington (ZDC) ARTCC				
1. AIRCRAFT TYPE AND IDENTIFICATION Boeing, (B752) AAL77		2. DATE/TIME OF ACCIDENT (GMT) September 11, 2001 1338 UTC		3. LOCATION OF ACCIDENT Washington, DC		
4. NATURE OF ACCIDENT Terrorist Attack			5. TYPE OF FLIGHT IFR			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNIN- JURED	IN- JURED	FATAL- ITY
	UNKNOWN					
7. PASSENGER DATA (If available, list names, addresses, extent of injuries, and other information on continuation sheet.)			NUMBER ABOARD AIRCRAFT UNK	NUMBER UNIN- JURED UNK	NUMBER INJURED UNK	NUMBER FATAL- ITIES UNK
8. AIRCRAFT DAMAGE DESTROYED			9. PROPERTY DAMAGE UNKNOWN			
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal						
CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT METAR Reagan National - 0851 EST: wind three four zero at nine visibility ten sky clear temperature two three dew point one four altimeter three zero two three						
REPORT JUST PRIOR TO ACCIDENT METAR Reagan National - 0851 EST: wind three four zero at nine visibility ten sky clear temperature two three dew point one four altimeter three zero two three					DATE/TIME 09/11/01 1251 UTC	
FIRST REPORT SUBSEQUENT TO ACCIDENT METAR Reagan National - 0951 EST: wind three two zero at eight visibility at four haze sky clear temperature two four dew point one four altimeter three zero two two					DATE/TIME 09/11/01 1351 UTC	
NAME		FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS	
Carl Finkbeiner		*(FC)	ZDC-ARTCC	R05		
Richard Wallace		(WZ)	ZDC-ARTCC	D05		
Gregory Wojcik		(WO)	ZDC-ARTCC	D05		
Guy Slone		(YG)	ZDC-ARTCC	R03		
Mark Guzik		(PG)	ZDC-ARTCC	R03		
Tina Crouse		(TV)	ZDC-ARTCC	D03		
Rudolph Gayde		(GY)	ZID-ARTCC	HNN R		
Anthony Schifano		(AP)	ZID-ARTCC	HNN D		
* Operating Initials						
13. SIGNATURE OF FACILITY CHIEF  Luis A. Ramirez						

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 28, 2001	REPORT NO. ZDC-ARTCC-212
	NAME OF REPORTING FACILITY Washington Dulles (IAD) ATCT	
14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.) September 11, 2001 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1212 – AAL77 called Ground Control West for taxi and was taxied to runway three zero. 1216 – AAL77 called Local Control West ready for takeoff and was held short of runway three zero. 1219 – AAL77 was cleared for takeoff runway three zero. 1220 – AAL77 was turned left to heading two seven zero and told to contact departure. AAL77 is radar identified by North Departure and climbed to five thousand feet. 1222 – AAL77 was climbed to eleven thousand feet. 1223 – AAL77 was cleared direct Linden VOR and told to contact Dulles on one one eight point six seven. AAL77 reported on North High frequency and was climbed to one seven thousand. 1225 – AAL77 was told to contact Washington Center. No More Follows		

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 17, 2002 NAME OF REPORTING FACILITY Washington (ZDC) ARTCC	REPORT NO. ZDC-ARTCC-212
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14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

**ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

1225 – AAL77 checked on the Washington ARTCC (ZDC) Linden (R05) sector's frequency climbing out of 13,000 feet for 17,000 feet. R05 acknowledged and issued AAL77 a climb clearance to FL270.

1226 – AAL77 acknowledged for climb clearance.

1230 – AAL77 was issued a frequency change to 133.27.

1231 – AAL77 checked on the ZDC Moorefield (R03) sector's frequency climbing through FL251 for FL270. R03 acknowledged and issued AAL77 a climb clearance to FL290. AAL77 acknowledged.

1234 – AAL77 was instructed to turn twenty degrees to the right, vectors for his climb. AAL77 acknowledged.

1237 – AAL77 was recleared direct to Henderson and issued a climb clearance to FL390. AAL77 acknowledged for the clearance and subsequently requested FL350 as a final. R03 acknowledged and issued AAL77 an amended clearance to FL350.

1239 – Indianapolis ARTCC (ZID) called R03 and requested that AAL77 stop his climb at FL330. R03 then instructed AAL77 to amend his altitude to FL330. AAL77 acknowledged.

1240 – AAL77 was issued a frequency change to ZID on 120.27. AAL77 acknowledged.

12. ATS Personnel Involved Continued:

Charles Thomas	(CO)	ZID-ARTCC	HNN R
Richard Byard	(WZ)	ZID-ARTCC	CIC
Joseph Eisert	(EJ)	ZID-ARTCC	Dacos R
Theresa Adams	(ID)	ZID-ARTCC	Dacos RA
Jeffrey Phillips	(UA)	ZID-ARTCC	BTB R
Patricia Allison	(QC)	ZID-ARTCC	BTB RA
Randy Kath	(PM)	ZID-ARTCC	IMP R
Richard Beaman	(RX)	ZID-ARTCC	IMP R
Randy Kath	(PM)	ZID-ARTCC	IMP RC
Richard Beaman	(RX)	ZID-ARTCC	IMP RA
Sean Michael Richard Clements	(UP)	ZID-ARTCC	IMP RA
John Thomas	(TO)	ZID-ARTCC	OMIC
Linda Povinelli	(JP)	ZID-ARTCC	OSIC Area 3
Sally Weed	UNK	ZID-ARTCC	Support Manager Operations
Steven Harting	(SE)	ZID-ARTCC	TMU
Kevin Schott	(EK)	ZID-ARTCC	TMC
Stephen Lutomski	(SS)	ZID-ARTCC	STMC

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 4, 2001	REPORT NO. ZDC-ARTCC-212
	NAME OF REPORTING FACILITY INDIANAPOLIS ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1240 - AAL77 was transferred from Washington ARTCC to Indianapolis ARTCC, Henderson Radar sector's (HNN-R) frequency, and reported level FL330. HNN-R acknowledged AAL77's initial call and instructed the flight to squawk code 3743. AAL77 acknowledged the code assignment.
- 1243 - HNN-R cleared AAL77 to climb and maintain FL350. AAL77 reported leaving FL330 for FL350.
- 1247 - HNN-R instructed AAL77 to turn 10 degrees right vectors for traffic. AAL77 acknowledged the turn.
- 1250 - HNN-R cleared AAL77 direct to Falmouth VOR (FLM). AAL77 acknowledged the clearance. HNN-R initiated a handoff to DACOS Radar sector (DAC-R). At this time AAL77 was level FL350 and the data block was in "flat track".
- 1256 - HNN-R made 3 calls to AAL77 during this minute (1256). None of the transmissions were acknowledged by AAL77.
- 1257 - HNN-R asked AAL77 for a radio check. AAL77 did not reply. HNN-R advised DAC-R that AAL77 appeared to turn toward the south; the aircraft's altitude was uncertain; the last clearance was to maintain FL350 and proceed direct FLM. DAC-R advised they would try to contact AAL77. AAL77's data block had gone into coast status.
- 1258 - HNN-R made 3 calls to AAL77 during this period (1258). AAL77 did not acknowledge any calls made to the flight.
- 1258 - DAC-R called AAL77. AAL77 did not acknowledge.
- 1259 - DAC-R transmitted to AAL77 and received no acknowledgment.
- 1300 - HNN-R called AAL77, no reply. AAL2493 called HNN-R and advised they had sent a message to dispatch to have AAL77 contact ZID on frequency 120.27. HNN-R advised AAL2493, that earlier they had AAL77 in radar coverage on the west side of their airspace. The flight's data block had gone into coast, then disappeared, and they no longer had radio contact with the aircraft.
- 1300 - DAC-R called AAL77. AAL77 did not acknowledge.
- 1303 - HNN-R attempted to contact AAL77 and received no acknowledgment.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 13, 2001	REPORT NO ZDC-ARTCC-212
	NAME OF REPORTING FACILITY Washington National (DCA) ATCT	
14 CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities and emergency action taken.)		
September 11, 2001 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1333 - IAD Controller advises DCA Controller on 462 line that there is a primary target 10 west of DCA heading for P56, fast moving. Subsequently, DCA has radar contact on fast moving target. 1334 - DCA Tower Controllers visually observe the fast moving target, a B757, completing a right 360 turn, just south of the Pentagon. Subsequently, IAD Controller informs IAD Operations Supervisor, whom in turn advises the DCA Operations Supervisor. The DCA Operations Supervisor advised the United States Secret Service (USSS) via the "Hotline" of the aircraft. 1336 - DCA instructs a military C130, GOPHR06, a scheduled flight off of Andrews Air Force Base, to intercept the aircraft and identify it. GOPHR06 reports a B757, low level and fast moving. USSS is advised. 1338 - GOPHR06 reports that the B757 has crashed into the Pentagon. 1339 - DCA Controller advises IAD Controller that the B757 crashed into the Pentagon.		
No More Follows		

ZDC-ARTCC-212
AAL77

SECTION 3
Certified Indexes
Normal Service Statements



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

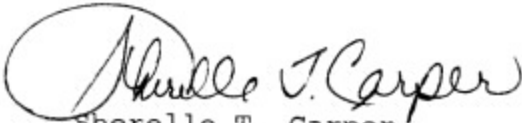
Subject: INFORMATION: Normal Service
Statement; Reference Aircraft
Accident; AAL77; Washington, D.C.;
September 11, 2001
From: Acting Manager, Dulles ATCT

Date: September 28, 2001

Reply to
Attn. of:

To: Washington ARTCC

All services provided by Dulles ATCT were normal and there were
no pertinent transmissions.



Sherelle T. Carper

Attachments
Certified Index
FAA Form 8020-6-1

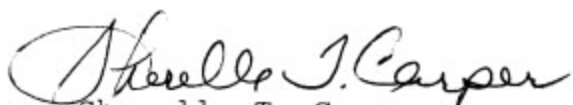
ZDC-ARTCC-212
AAL77

CERTIFIED INDEX

September 28, 2001

I hereby certify that the following originals are on file
in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Flight Progress Strip
Personnel Logs
Personnel Statements
Original Voice Recording(s)
Certified Cassette Rerecording(s)
ARTS3A CDR Extraction
Full Transcripts



Sherelle T. Carper
Acting Air Traffic Manager
Dulles ATCT

ZDC-ARTCC-212
AAL77

CERTIFIED INDEX

December 10, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4
Personnel Logs
FAA Form 7230-10 and Automated SISO Data
Flight Progress Strip
Personnel Statements
Original Voice Recordings
Certified Cassette Rerecordings
NTAP/DART Data
SAR Tapes
SATORI (on DAT Tape)
Weather Products


Luis A. Ramirez
Air Traffic Manager
Washington ARTCC

ZDC-ARTCC-212
AAL77

CERTIFIED INDEX

December 3, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 7230-4
FAA Form 8020-6-1
Automated Sign-On/Sign-Off (SISO)
Flight Progress Strips
Personnel Logs
Personnel Statements
Partial Transcripts
Original Voice Recordings(s)
Certified Cassette Re-recording(s)
DART
NTAP(s)
Automation (AOS) Flight Path Analysis AAL77
SAR Tapes
SATORI


Kathryn M. Hughes
Assistant Air Traffic Manager
Indianapolis ARTCC



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Services
Statement; Reference Aircraft
Accident; AAL77; Washington, DC;
September 11, 2001
From: Manager, Washington National ATCT,
DCA-1

Date: November 13, 2001

Reply to
Attn. of:

To: Washington ARTCC

All services provided by Washington National ATCT were normal and
there were no pertinent transmissions.


Lawrence L. Bicknell

2 Attachments
Certified Index
FAA Form 8020-6-1

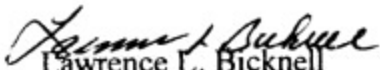
ZDC-ARTCC-212
AAL77

Certified Index

November 13, 2001

I hereby certify that the following originals are on file in this office.

FAA Form 8020-6-1
Personnel Statements
Certified Rerecordings
Original Digital Recordings from 09/10/01, 1200 UTC through 09/12/01 1200
UTC
Original ARTS Optical Disks from 09/10/01, 2258 UTC through 09/13/01, 0810
UTC
Partial Transcripts
Certified Weather
All Original Flight Progress Strips, 09/10/01 through 09/12/01
Original DCA Daily Paperwork 09/10/01 and 09/11/01:
 FAA Form 7230-4, Daily Record of Facility Operation
 FAA Form 7230-4, TMC Daily Record of Facility Operation
 DCA Traffic Count Forms
 Operational Briefing Worksheet
 Tower/TRACON Watch Checklist
 DCA Form 3120.10, Premium Pay Worksheet
 FAA Form 7230-10, Position Logs
 FAA Form 7230-4, Personnel Log


Lawrence L. Bicknell
Air Traffic Manager
Washington National ATCT

ZDC-ARTCC-212
AAL77

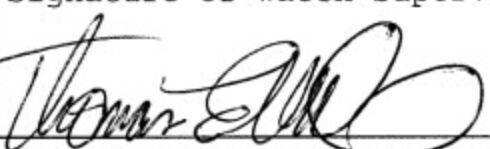
SECTION 4
FAA Form 7230-4
Daily Record of Facility Operation

Daily Record of Facility Operation						Page 1 of 4	
						Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by: <i>K. M. Jones</i>		
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ		
Time	FS	PS	C	Remarks		OI	
0400	ZDC	FS	M	GOMOKA, JAMES, T On Duty at Position STMCIC		XG	
0442	ZDC	FS	M	NO CFPL'S.		XG	
0442	ZDC	FS	M	TRAFFIC COUNT FOR 9/10/01 - - 7740		XG	
0443	ZDC	FS	M	WCLC.		XG	
0613	ZDC	FS	M	CERTIFICATIONS: VSCS - 0358Z DARC - 0359Z CRAD/CFAD - 0532Z		XG	
0956	ZDC	FD	C	Spinks, S on position flight data		DZ	
1027	ZDC	FS	M	WEST, DAVID, F On Duty at Position STMCIC		DW	
1030	ZDC	C6	M	ST. AMAND, MARK, D On Duty at Position BAY 6 CONTROLLER-IN-CHARGE		MT	
1035	ZDC	O2	M	CAMPOS, BRIAN, A On Duty at Position BAY 2 OPERATIONS SUPERVISOR IN CHARGE		BZ	
1035	ZDC	O7	M	ALBERT, HAL On Duty at Position BAY 7 OPERATIONS SUPERVISOR IN CHARGE		AG	
1042	ZDC	FD	C	wclc		RG	
1045	ZDC	O1	M	TUCKER, BLAIR On Duty at Position BAY 1 OPERATIONS SUPERVISOR IN CHARGE		BE	
1045	ZDC	O8	M	HICKS, VIRGINIA, M On Duty at Position BAY 8 OPERATIONS SUPERVISOR IN CHARGE		VS	
1048	ZDC	O4	M	O'HARA, D., M On Duty at Position BAY 4 OPERATIONS SUPERVISOR IN CHARGE		AX	
1050	ZDC	O3	M	THOMAS, VAN METER, E On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		VU	
1057	ZDC	O3	M	SISO VERIFIED		VU	
1107	ZDC	O4	M	SISO VERIFIED.		AX	
1139	ZDC	O1	M	SMITH, AARON, D On Duty at Position BAY 1 OPERATIONS SUPERVISOR IN CHARGE		CO	
1140	ZDC	O1	M	SISO VERIFIED.		CO	
1148	ZDC	O3	M	ROA ARTS RTS		VU	
1150	ZDC	O6	M	WALDEN, SUE On Duty at Position BAY 6 OPERATIONS SUPERVISOR IN CHARGE		SU	
1200	ZDC	O1	M	SISO VERIFIED. WCLC.		BE	
1210	ZDC	O3	M	SISO VERIFIED, WCLC		VU	
1210	ZDC	C8	M	SICKLE, MARK, T On Duty at Position BAY 8 CONTROLLER-IN-CHARGE		PF	
1210	ZDC	O4	M	OSPB COMPLETE.		AX	
1228	ZDC	O7	M	SISO VERIFIED.		AG	
1233	ZDC	O2	C	SISO		BZ	
1247	ZDC	C3	M	MANTZ, LAURA, L On Duty at Position BAY 3		LA	

I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.

Signature of watch supervisor(s)

Daily Record of Facility Operation					Page 2 of 4	
					Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by:	
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ	
Time	FS	PS	C	Remarks		OI
1250	ZDC	C6	M	CONTROLLER-IN-CHARGE ST. AMAND, MARK, D On Duty at Position BAY 6		MT
1250	ZDC	X6	M	CONTROLLER-IN-CHARGE SISO COMPLETE		MT
1259	ZDC	C7	M	ADAMSKI, STEPHEN, P On Duty at Position BAY 7		NC
1310	ZDC	O6	M	CONTROLLER-IN-CHARGE WALDEN, SUE On Duty at Position BAY 6 OPERATIONS SUPERVISOR		SU
1333	ZDC	O3	M	IN CHARGE N10FE ORIGINALLY DESTINED TO IAD REQUESTED TO DIVERT TO PHL, THIS WAS APPROVED THEN AIRCRAFT REQUESTED TO DIVERT TO MEM WHICH WAS ALSO APPROVED.		VU
1338	ZDC	O3	M	IN HOLDING FOR BWI REASON UNKNOWN		VU
1339	ZDC	C7	M	ADAMSKI, STEPHEN, P Off Duty at Position BAY 7		NC
1342	ZDC	O3	M	CONTROLLER-IN-CHARGE SHUT ZID OFF FOR WASH METRO ARRIVALS AS WE ARE IN HOLD		VU
1356	ZDC	O2	C	SISO, WCLC.		BZ
1530	ZDC	O3	M	RDUZ ADVISED TWA315 HAS LANDED AT RDU		VU
1532	ZDC	O3	M	ZID SUPERVISOR ADVISED THE AAL644 WE WERE LOOKING FOR NEVER DEPARTED DFW.		VU
1545	ZDC	O3	M	BROMMAGE, KATHY On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		OO
1630	ZDC	O7	M	BREON, A, W On Duty at Position BAY 7 OPERATIONS SUPERVISOR IN CHARGE		AB
1728	ZDC	O6	C	SISO CHECKED; WCLC		SU
1800	ZDC	FD	M	SMITH, KEVIN, P On Duty at Position FLIGHT DATA		XL
1838	ZDC	O6	M	SHERRELL, RICHARD, L On Duty at Position BAY 6 OPERATIONS SUPERVISOR IN CHARGE		RI
1838	ZDC	FD	C	DIAL-UP CHECK COMPLETE.		XL
1840	ZDC	O2	M	STAUDENMEIER, ROBERT, M On Duty at Position BAY 2 OPERATIONS SUPERVISOR IN CHARGE		RF
1846	ZDC	FS	M	STELL, JACKIE, W On Duty at Position STMCIC		SJ
1850	ZDC	O4	M	RAWLETT, MATT, M On Duty at Position BAY 4 OPERATIONS SUPERVISOR IN CHARGE		DC
1930	ZDC	O4	M	WCLC.		DC
1958	ZDC	O2	M	SISO VERIFIED.		RF
2010	ZDC	FD	C	CANNOT GET CONNECTION FOR DIAL-UP TO SEND TEST MESSAGE OR RECEIVE MESSAGES VIA COMSEC PHONE, NO DIAL TONE.		XL
2012	ZDC	O2	M	WCLC.		RF
2015	ZDC	O8	M	BUSHROD, DAVE, K On Duty at Position BAY 8 OPERATIONS SUPERVISOR IN CHARGE		EE

I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.	Signature of watch supervisor(s) 
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Daily Record of Facility Operation						Page 3 of 4	
						Date: 09/11/01 00:31	
Location:			Ident	Type Fac.	Position	Checked by:	
LEESBURG, VA			ZDC	ARTCC	ALL	Chief: RAMIREZ	
Time	FS	PS	C	Remarks			OI
2022	ZDC	O2	M	SISO VERIFIED.			RF
2045	ZDC	MC	M	BRINEGAR, PAUL, M On Duty at Position MISSION COORDINATOR			BS
2106	ZDC	C2	M	CLEMENT, BRIAN, K On Duty at Position BAY 2 CONTROLLER-IN-CHARGE			BF
2113	ZDC	O8	M	WCLC. SI/SO VERIFIED			EE
2130	ZDC	O3	M	PRIVOTT, STEVE, D On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE			SP
2154	ZDC	FS	M	ZID ADVISED ZDC THAT A1 WAS SO. AIR ENROUTE TO ADW.			SJ
2210	ZDC	O2	M	STAUDENMEIER, ROBERT, M On Duty at Position BAY 2 OPERATIONS SUPERVISOR IN CHARGE			RF
2215	ZDC	O3	M	BROMMAGE, KATHY On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE			OO
2246	ZDC	O4	M	A1 ACTIVITY 4012 ESCORT RACER11 2/F16 2177 REFUELER 3655 ESCORT COWRY45 3656 ESCORT COWRY47 0000 A1 2155Z MANUAL H/O ON A1 FROM ZOB, ABOVE ACFT JOINED A1 IN VICINITY OF EKN (MARSA) AT 2210Z. 2200Z IAD NOTIFIED OF A1 MOVEMENT 2218Z MANUAL H/O TO IADZ 2225Z A1 EXITS ZDC AIRSPACE. SAM004 SQUAWKING 3667 ASLO MARSA WITH ACFT ABOVE			DC
2300	ZDC	FD	C	DCS CIRCUIT RTS. DCS MESSAGE CHECK COMPLETE.			KC
2315	ZDC	O3	M	PRIVOTT, STEVE, D On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE			SP
2341	ZDC	FD	C	COX, KENNETH L ON DUTY.			KC
0044	ZDC	MC	M	TURNOVERS COMPLETE, MOA ACTIVITIES FAX'ed TO NORFOLK APPROACH CONTROL AND TELETYPE ISSUED BY FLIGHT DATE, MOA ACTIVITY STRIPS AND STATUS SHEETS DISTRIBUTED TO AREAS, MOS SECURITY SAFE CHECK COMPLETE, SAMS COMPUTER UPDATE COMPLETE AND TRANSMITTED TO CARF			BS
0050	ZDC	O6	M	WCLC SISO VERIFIED...			RI
0053	ZDC	FD	C	DCS MESSAGE CHECK COMPLETE.			KC
0157	ZDC	O8	M	SI/SO VERIFIED			EE
0223	ZDC	O6	M	SISO VERIFIED...AREA COMBINED AT FSIC...			RI
0230	ZDC	O2	M	POSITION COMBINED AT THE STMCIC POSITION.			RF
0241	ZDC	O4	M	COMBINED WITH FSIC.			DC
0242	ZDC	FD	C	DCS MESSAGE CHECK COMPLETE.			KC
0250	ZDC	O8	M	POSITION COMBINED AT STMCIC			EE
I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.						Signature of watch supervisor(s) 	

Daily Record of Facility Operation				Page 4 of 4	
				Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by:
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ
Time	FS	PS	C	Remarks	OI
0250	ZDC	O3	M	PRIVOTT, STEVE, D Off Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE	SP
0250	ZDC	O3	M	COMBINED AT STMCIC.	SP
0255	ZDC	O8	M	BUSHROD, DAVE, K Off Duty at Position BAY 8 OPERATIONS SUPERVISOR IN CHARGE	EE
0300	ZDC	MC	M	BRINEGAR, PAUL, M Off Duty at Position MISSION COORDINATOR	BS
0300	ZDC	FS	M	THOMAS, VAN METER, E On Duty at Position STMCIC	VU
0359	ZDC	FS	M	C.O.B.	VU
I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.					Signature of watch supervisor(s) 

 Daily Record of Facility Operation U.S. Department of Transportation Federal Aviation Administration				Page No. 1
				Date 9/11/01
Location LEESBURG, VA	Identification ZDC	Type Facility ARTCC	Operating Position CWSU	Checked By RAMIREZ
Time (UCT)	REMARKS			
0400	Log open			
0900	C.B. on duty			
1205	C.B. off duty			
1240	C.E. ON DUTY.			
1333	ISSUED AND XMTD VCWA 101 FOR JSRA OVR SERN NC STL WTR			
1425	NOTIFIED BY ZNY MET, NO COVERAGE FOR ZNY CWSU AFT 1930Z.			
1600	EEJ on Duty / CE OFF DUTY.			
0000	EEJ off duty			

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

Watch Supervisor(s) Signature	Watch Supervisor(s) Signature	Watch Supervisor(s) Signature
<i>Clarence Bunker</i>		
<i>John E. Guald</i>		
<i>John A. Johnson</i>		

ZDC-ARTCC-212
AAL77

SECTION 5
ZDC FORM 7230-4, Personnel Logs
FAA Form 7230.4-2, Personnel Logs
ZID Form 7230.4-3B, Daily Leave Request

PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION		DATE		
			AEA		ZDC		AREA - 4		09/11/2001		
T M	NAME	ASSG SHFT	C D	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP	EMP	REMARKS
1	Alizio, C.	8HR 1600	C	JA				(b) (6)	DC		(b) (6)
1	Baldwin, M.	8HR 0800	C	CK	0800	1030	CK 2+30	(b) (6)	AY	CK	(b) (6)
1	Barnett, J.	8HR 0700	C	NT	0600	1030	NT 3+30	(b) (6)	AY	NT	(b) (6)
1	Beecher, J.	8HR 1300	C	FB	1230	1730	FB 5+00	(b) (6)	DC	FB	(b) (6)
1	Bennett, R.	8HR 1500	C	UT	1430	2230	UT 8+00				
1	Binder, R.	8HR 1400	C	HQ	1400	2200	(HQ) 8+00				
1	Bone, B.	RDO	C	FO							
1	Burch, J.	RDO	C	ZU							
1	Burke, J.	8HR 0700	C	QS							URET
1	Capobianco, D.	RDO	C	XK							
1	Carpenter, B.	RDO	C	EC							
1	Colella, J.	8HR 0700	C	DH	0642	1032	3+50	(b) (6)	AY	DH	(b) (6)
1	Cook, B.	8HR 1500	C	JJ							
1	Cook, P.	RDO	C	OZ	1600	2400	PC 8+00				OTI-23
1	Crane, K.	8HR 1300	C	KZ	1300	1800	KZ 5+00	(b) (6)	DC	KZ	(b) (6)
1	Crouse, T.	8HR 0700	C	TV	0640	1100	TV 4+20	(b) (6)	AY	TV	(b) (6)
1	Davis, A.	8HR 0700	C	KA	0635	1035	KA 4+00	(b) (6)	AY	KA	(b) (6)

CERTIFIED:

MID:

DAY:

EVE:

ZDC Form 7230-4 REV. (10-94) (AUX. LOG)

Tuesday

September 11, 2001

Page: 1 of 3

PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION				DATE
			AEA		ZDC		AREA: Area3				9/11/01
T	Name	ASSC SHIFT	D	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS	INITIAL SUP EMP	REMARKS
1	Ahlers, J	8HR 1500	C	TF							
1	<i>T. Bartoszek</i> Bartoszek, T	RDO	C	LT	06 ³⁵	14 ³⁵		LT 8+00			OTR 41 SP RN
1	Battle, N	RDO	D	NI							
1	<i>T. Bartoszek</i> Bartosz, T	8HR 0700	C	YT	0638	1438		YT 8+00			
1	<i>M. Browning</i> Browning, M	8HR 1600 1400 SP	D	AW	1400	2200		AW 8+00			
1	<i>T. Caruso</i> Caruso, T	8HR 0700	D	OT	0630	1230		OT 6+00	(b) (6)	VU	
1	<i>M. Chapman</i> Chapman, M	8HR 1530	C		061528	2328		0800	(b) (6)		
1	<i>P. Daniel</i> Daniel, P	8HR 0700	C	PL	0900	1030		1430	(b) (6)	VU	
1	DeMatteo, M	8HR 1500	D	AW					(b) (6)	VU	
1	DeMatteo, R	8HR 1300	D	RQ					(b) (6)	VU	
1	<i>C. DiFilippo Perry</i> DiFillipo-Perry, C	8HR 1600	C	CD	1600	2400		CD 8+00			
1	Fellman, K	RDO	C	KT							
1	<i>C. Finkbeiner</i> Finkbeiner, C	8HR 1600 0700 VU	C	FC	0630	1130		FC 5+00	(b) (6)	VU	(b) (6)
1	<i>G. Ford</i> Ford, G	8HR 2300	C	CL	2245	0645		0645			
1	Gronberg, K	RDO	C	KB							
1	Hafner, D	RDO	C	HF							

CERTIFIED:

MID

DAY

EVE

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PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION				DATE
			AEA		ZDC		AREA: Area3				9/11/01
T	Name	ASSC SHIFT	D	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS	INITIAL	REMARKS
M			C						(b) (6)	SUP EMP	
1	<i>[Signature]</i> Meadows, T	RDO	C	MS	0743	1043	MS	3400	(b) (6)	44	on L3
1	<i>[Signature]</i> Neal, B	8HR 2300	C	NL	2300	0700	NL	8400			
1	O'Leary, B	RDO	C	OL							
1	<i>[Signature]</i> Peshnick, T	8HR 1400	C	PK	1330	2130	PK	8400	(b) (6)		
1	Piercy, L	8HR 1500	C	LP					(b) (6)	(2)	
1	Powell, H	8HR 1500	C	IO					(b) (6)	(VU)	
1	<i>[Signature]</i> Richter, D	8HR 2300	C	YR	2240	0640	YR	8400	(b) (6)		
1	<i>[Signature]</i> Rittriller, A	8HR 0700	C	TU	0630	1230	TU	6400	(b) (6)	(W)	
1	<i>[Signature]</i> Ronde, R	8HR 1300	C	RW	1100	1600	RW	5400	(b) (6)	(W)	(b) (6)
1	Roman, L	8HR 1500	D	MP					(b) (6)	(VU)	
1	Soucy, C	0700 RDO	C	ZQ					(b) (6)		
1	Sowers, S	8HR 1300	C	ST					(b) (6)		
1	Strebig, J	8HR 1300	D	SF					(b) (6)	(VU)	
1	VanAmburg, A	RDO	D	VX					(b) (6)		
1	<i>[Signature]</i> Wallace, R	8HR 0700	C	WZ	0630	1330	WZ	7400	(b) (6)	(W)	
1	Winter, M	RDO	D	IR							

CERTIFIED:

MID

DAY

EVE

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PERSONNEL LOG				REGION AEA		FACILITY ID ZDC		AREA IDENTIFICATION AREA: Area3				DATE 9/11/01
T M	Name	ASSC SHIFT	D C	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS (b) (6)	INITIAL SUP EMP	REMARKS	
	<i>Wojcik, G</i>	8HR 0700	D	WL	0630	1027WD		3+57	(b) (6)	<i>LF</i> (V)	12-3	

CERTIFIED:

MID

DAY:

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PERSONNEL LOG				REGION	FACILITY ID	AREA IDENTIFICATION				DATE
				AEA	ZDC	AREA - 4				09/11/2001
T M	NAME	ASSG SHFT	C D	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP EMP	REMARKS
1	Green, R.	8HR 0700	C	GT				(b) (6)	(b) (6)	(b) (6)
1	Gurik, M.	8HR 0700	C	PG	0600	1040	PG 440	(b) (6)	AX PG	(b) (6)
1	Haggerty, T.	8HR 0700	C	HY	0643	1038	HY 3455	(b) (6)	AX HY	(b) (6)
1	Heamstead, J.	RDO	C	JO						
1	Hedgepeth, L.	8HR 1300	C	HT	1240	2040	HT 8			
1	Hesse, P.	8HR 2300	C	PZ	22 ⁴⁰	06 ⁴⁰	PZ 8			
1	Irving, M.	RDO	C	GI						
1	Jacobus, J.	8HR 0700	C	CU	1030	1830	CU 8	(b) (6)		(b) (6)
1	Keessling, J.	8HR 1500	C	KG				(b) (6)	AX	(b) (6)
1	Klinger, B.	8HR 0700	C	KQ	0655	1455	KQ 8	(b) (6)		(b) (6)
1	Miller, M.	8HR 0800	C	RK	0730	1410	RK 640	(b) (6)	DC RK	(b) (6)
1	Miller, M.	8HR 0700	C	MK	0855	1425	MK 5430	(b) (6)	AX MK	(b) (6)
1	Morgan, R.	8HR 1500	C	RM	1330	2230	RM 9400	(b) (6)		(b) (6)
1	Mulvenna, C.	8HR 0700	C	FF				(b) (6)		(b) (6)
1	Myers, R.	8HR 0600	C	DR	0600	1500	DR 9400	(b) (6)	AX	(b) (6)
1	Pfeifer, R.	8HR 1500	C	RP				(b) (6)	DC	(b) (6)
1	Putz, E.	8HR 1600	C	XJ	1600	2400	XJ 8400			

CERTIFIED:

MID: *[Signature]*

DAY: *[Signature]*

EVE: *[Signature]*

ZDC Form 7230-4 REV. (10-94)

(AUX. LOG)

Tuesday

September 11, 200

PERSONNEL LOG			REGION	FACILITY ID	AREA IDENTIFICATION			DATE		
			AEA	ZDC	AREA - 4			09/11/2001		
T M	NAME	ASSG SHFT	C D	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP EMP	REMARKS
1	<i>E. Rearden</i> Rearden, E.	8HR 0700	C	PR	0635	P2	8	(b) (6)		(b) (6)
1	Richardson, M.	8HR 1500	C	VR				(b) (6)		(b) (6)
1	<i>G. Stone</i> Stone, G.	8HR 0700	C	YG	0633	1253	Y6	6400	AY YG	(b) (6)
1	Smith, D.	8HR 1400	C	IT				(b) (6)		(b) (6)
1	Stefanick, M.	8HR 1300	C	MI				(b) (6)	DC	(b) (6)
1	<i>K. Stewart</i> Stewart, K.	8HR 1000	C	VA	0955	1015	VA	0720		(b) (6)
1	Stine, W.	8HR 1500	C	PB				(b) (6)	Q PB	
	Straub, S.	RDO	C	SX						
1	Therrien, J.	RDO	C	FK						
1	Walker, M.	RDO	C	NN						
1	<i>W. Winston</i> Winston, W.	8HR 0700	C	XU	0630	1430	X4	8		DETAIL WORKED A/S DETAIL
1	Wolfgang, S.	RDO	C	WN						
1	Yaeger, K.	RDO	C	KI						(b) (6)
1	<i>E. TOTO</i> TOTO, E.	8HR 0700	C	ED	0647	1100	ED	413	AY ED	(b) (6)

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EVE:

ZDC Form 7230-4 REV. (10-94) (AUX. LOG)

Tuesday

September 11, 2001

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AREA 1
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
CAMPBELL R	1100/08+00f	CA	1400	2200	8				AOS
CLARK J	RDO f	JC							
DUEMLING G	0700 1100/08+00f	GD	0635	1405	8				TRNG EXCUSED 1405-1435
HUDSON D	RDO f	GO							
LUCAS E	0700/08+00f	VA	0635	1435	8				AOS
VACANT # 01	1500/08+00f	JX							
VACANT # 02	0600/08+00f	ZI							
Stacy D	0700	OS	0650	1410	8				EXCUSED 1410-1450

ADDITIONAL ASSIGNMENTS/REMARKS

0900 OFF-SITE
VN-HOO → CFC MTG

GD 1127 A Rw 9/9
05-0700 → A 70

TRNG

~~CERTIFIED ACCURATE AND CORRECT~~

DAY

EVE

Tuesday, September 11, 2

Printed on 07/28/2001

AREA 2
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT				
ASPLEY D	RDO	f	DA					(b) (6)
HARTEL G	1100/08+00f	GH	13 ³⁰	2145	8+15			(b) (6)
LURKE J	1100/08+00f	KH	0830	1630	8/10			(b) (6)
POWELL S	RDO	f	OC					
THOMAS K	0600/08+00f	KT	0530	1330	8			
CIC/LW	0700	LW						

ADDITIONAL ASSIGNMENTS/REMARKS

KH Reg (b) (6) 09-11 April TG
KH Reg (b) (6) 17-19 E Reg

AREA 3
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON	OJT	REMARKS
			IN	OUT		DUTY	LV	
CHESTER J <i>McCreary</i>	1500/08+00f							
CHESTER K	0600/08+00f						(b) (6)	
COLLINS G	1100/08+00f	<i>CG</i>					(b) (6)	
DECKER C	RDO f	CT						
<i>KENNEY D</i>	<i>0700/08+00f</i>	<i>DR</i>	<i>0630</i>	<i>1308</i>	<i>6.5</i>			<i>CCLD Scheduling</i>
<i>MAYO E</i>	<i>1300/08+00f</i>	<i>NO</i>	<i>1230</i>	<i>2030</i>	<i>8</i>			
<i>POWELL L</i>	0700/08+00f	<i>JP</i>	<i>0630</i>	<i>1405</i>				<i>1405-1430</i> <i>excl. lv./Rm</i>

ADDITIONAL ASSIGNMENTS/REMARKS

8/24 Mayo C&Q (b) (6) RW 9/4

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ZID-AREA 4
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
BISHOP R	1100/08+00f	HP	1035	1835	8				
DURY T	1100/08+00f	TD	1130	2230	8				AOS
HANSEN R	RDO	f	RS						
MULDER J	RDO	f	ML					(b) (6)	
RIGGS R	0700/08+00f	AR						(b) (6)	AOS

ADDITIONAL ASSIGNMENTS/REMARKS

8/24 Dury 1300-1500 ASC 9/10

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ZID-AREA 5
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
CUNNINGHAM R	1300/08+00n	RC	1230	2130	9				(b) (6)
HEDA K	RDO n	HL							
KUH R	RDO n	JK							
LAWLER C	0600/08+00n	YC	0545	1245	8				
PEPPER D	RDO f	NE							

ADDITIONAL ASSIGNMENTS/REMARKS

8/28 RC Az 13-2100 U/T

Printed on 08/24/2001

ZID-AREA 6
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
BAKER D <i>DR</i>	0600/08+00f	XB	<i>0540</i>	<i>1400</i>	<i>8+20</i>				(b) (6)
BURROUGHS T <i>Thompson</i>	2200/08+00f	JL	<i>2130</i>	<i>0552</i>	<i>8+22</i>				(b) (6)
MCDOWELL W <i>McDowell</i>	1400/08+00f	WM	<i>1330</i>	<i>2140</i>	<i>8+10</i>				(b) (6)
PLUMMER R <i>R. Plummer</i>	1300/08+00f	LP	<i>1230</i>	<i>2030</i>	<i>8</i>				
VACANT # 01	0700/08+00f								
VACANT # 02	RDO	f							
ZIELKE A	RDO	f	ZZ						

ADDITIONAL ASSIGNMENTS/REMARKS

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Printed on 07/28/2001

ZID-AREA 7
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	OJT HRS	REMARKS
			IN	OUT	HRS				
CRITTENDEN D	0700/08+00f	EV	0545	11345	8				(b) (6)
HANSON M	1500/08+00f	KM	1230	2230	10				(b) (6)
KELLEY D	0600/08+00f	KJ							VL1 (b) (6)
PLONSKI A	0700/08+00f	ZU	0630	1410	7+40		420		(b) (6)
PRITCHETT C	1400/08+00f	JS	1340	2140	8				O/T (b) (6)

ADDITIONAL ASSIGNMENTS/REMARKS

Form 7230.4-2
MIDCERTIFIED ACCURATE AND CORRECT
DAY

EVE

Tuesday, September 11, 2001

ZDC-ARTCC-212

AAL77

Printed on 08/12/2001

FLIGHT DATA
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON		OJT		REMARKS
			IN	OUT	HRS	DUTY	LV	HRS		
POOL S <i>Andrea Poul</i>	<i>0700</i> 0900/08+00n	SP	<i>SP</i>	<i>0642</i>	<i>1442</i>	<i>8</i>				

ADDITIONAL ASSIGNMENTS/REMARKS

(b) (6)

(b) (6)

REQ. 0700 / SP

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AREA 1 - STAFFING/REQUESTS

Tuesday, September 11, 2001

CONTROLLERS				DEVELOPMENTALS				ASST/OTHER				SUP'S			
MID	HJ	NM	GW	WD	RE	SN	RI								
0600	OU	* TR	CD	SH	ZY	MT	RE	UT	VP						
0700	XL	SV	* DP	BY	PM	RX			BF	HI	TG				
0800	RU														
0900															
1000	XW														
1100	BA														
1200	HP	CR							CR						
1300	BY	MT	MV												
1400	GX	MR	*RV	JA					JA						
1500	DQ	MA	KQ	HH	* GB	*25	DN		ES						
1600															

* AME NOON

* * AME 1300

Keys: "-" Less Than 8 Hr Shift, "-" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

ACTION				ACTION			
NAME	DATE	REQUEST	DATE	NAME	DATE	REQUEST	DATE
1. KLARICH	8/23	1300++	10/11	14.			
2. Bates	8/24	1200	10/11	15.			
3. Garcia	9-4	0600	10/11	16.			
4. Bowman	9/6	0700	10/11	17.			
5. RE	9/10	0600	9/11	18.			
6. RE		2200	9/11	19.			
7. BECHER	9/10	0700-1500	9/11	20.			
8. Malm	9/11	1400		21.			
9. FOWLER	9/11	1400	9/11	22.			
10.				23.			
11.				24.			
12.				25.			
13.				26.			

Printed on 08/21/2001

AREA 1
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
AUSTIN M	RDO	f MZ							
BATIC M	1300/08+00f	ⓔY							
BEAMAN R <i>Bill E. Beaman</i>	1100/08+00f	RX	0645	1445	8		(b) (6)		(b) (6)
BECHER W	0700/08+00f	ⓔL					(b) (6)		(b) (6)
BISHOP S	RDO	f FX							
BROWN M	RDO	f MB							
CANNADY G <i>Gary Cannady</i>	1400/08+00f	GK <i>ix</i>	13 ³⁰	21 ³⁰	8	1+00			
CLARK B <i>Bruce Clark</i>	0600/08+00f	OU <i>OU</i>	0545	1345	8	4+00	0+52	AME 1200	
CLEMENTS S	0600/08+00f	VP	0540	1340	8	4+00			
COLBURN <i>Richard Colburn</i>	1400/08+00f	CH <i>R</i>	1130	1930	8		(b) (6)		TNG
COMPTON S	0700/08+00f	ⓔV					(b) (6)		(b) (6)
DAVIS C	0600/08+00f	ⓔD					(b) (6)		(b) (6)
DEATRICK T <i>Tom Deatrack</i>	1300/08+00f	DE <i>DE</i>	1430	2230	8	1+00			
DEHART M <i>Mike Dehart</i>	1200/08+00f	MF <i>MF</i>	1130	1930	8				
DERRICKSON D	RDO	f NG							
DETECHOLS R <i>Phil DeTechols</i>	0600/08+00f	SH <i>SH</i>	0530	1330	8		(b) (6)		
DUNLAP R <i>Bob Dunlap</i>	0700/08+00f	DP <i>DP</i>	0630	1330	7		(b) (6)		(b) (6)
EERGOMT D <i>Dechert</i>	0700/08+00f	BY <i>BY</i>	0900	1330	3.5				(b) (6)
FAULKNER B <i>Bob Faulkner</i>	0700/08+00f	BF <i>BF</i>	0645	1445	8	2+00			TNG AME 1300
FOGG M <i>Mike Fogg</i>	1500/08+00f	MY <i>MY</i>	1445						(b) (6)
FOWLER M <i>Mark Fowler</i>	1300/08+00f	FR <i>FR</i>	1350	2250	9	4+00			(b) (6)
FREGL G <i>Greg Fregl</i>	0600/08+00f	EY	0530	1330	8	4+30	1+46		
GARCIA A <i>Al Garcia</i>	1300/08+00f	ⓔA <i>ⓔA</i>	0600	1400	8				
GILLUND K <i>K. Gillund</i>	1500/08+00f	KQ <i>KQ</i>	1500	2300	8	5+00			
GLAESER S	RDO	f GS							

Printed on 08/21/2001

AREA 1
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
HANSON D <i>Dea Hanson</i>	2300/08+00f	WD	2240	0640	8				
HEIER J <i>Chris J Heier</i>	2200/08+00f	HJ	2145	0545	8	1+00			
HERDEY J <i>David C Herdey</i>	1500/08+00f	HH	1439	2239	8	1+30			
JACKSON E <i>Alan</i>	0700/08+00f	HI	0700	1500	8				TNG
JOHNSON T <i>Tom Johnson</i>	0600/08+00f	BJ	0557	1357	8	1+30			TIC 0+45
JOHNSON K	EDD	ED							
KATE R <i>REK</i>	0700/08+00f	PA	0630	1430	8	6			(b) (6)
KLARICH J <i>John A. Klarich</i>	1300/08+00f	JD	1230	2130	9				(b) (6)
KRUHWEDE K <i>K. Kruhweide</i>	0800/08+00f	EH	0800	1600	8				
KUNDEL T <i>T. Kundel</i>	0600/08+00f	EG	0643	1443	8	440			TNG
LITER M	EDD	LK							
MAIM A <i>Al Maim</i>	1500/08+00f	DN	1400	2200	8	1+20			OT NAR-OM
MCCULLOUGH M <i>M. McCullough</i>	1300/08+00f	MT	1235	2035	8				(b) (6)
MCGINN M <i>M. McGinn</i>	2300/08+00f	MM	2130	0600	8.5				(b) (6)
MCGOWEN M <i>M. McGowen</i>	0600/08+00f	MA	0530	1330	8		1+30		
OMALLEY D	1500/08+00f	OM							ADM
PEMRICK D	EDD	PT							
REISING C <i>Ray C Reising</i>	2200/08+00f	CR	2150	0550	8				
RETELOFF S	EDD	SG							
RICE P <i>P. Rice</i>	2200/08+00f	RE	0530	1330	8	3+30			(b) (6)
ROLFE R <i>R. Rolfe</i>	2200/08+00f	RI	0730	0600	8.5				(b) (6)
SCODA G <i>G. Scoda</i>	1500/08+00f	GB							OT NAR-OM
STANLEY E	EDD	ST							
STELLMACH T	1500/08+00f	SS							
TOSINO R	2200/08+00f	TN							

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**AREA 1
CONTROLLERS**

Tuesday, September 11, 2001

[illegible]

KT

ZDC-ART 212
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GH

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AREA 2 - STAFFING/REQUESTS

Tuesday, September 11, 2001

== CONTROLLERS == DEVELOPMENTALS == ASST/OTHER == SUP's ==

NJ SR OD SW XJ

0600 BV DI RD ~~BL~~ TB OR

KT

0700 *ED ZQ JV ~~IN~~ YY

VC YY

BL 11-1500
ADMIN
LV

LW

0800 GJ TX

0900

KH 11-19

1000

1100

KH

1200

121300 FS NT

121400 AT CC MY ZR

IB

GH

121500 KL *SU PE BP WS

121600 FB^A

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

"Δ" CIC

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
------	------	---------	--------	------	------	---------	--------

1. KLEMM G

1600

E 8-15

14.

2.

15.

3.

16.

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FAA Form 7230.4-2

MIP

CERTIFIED ACCURATE AND CORRECT

DAY

EVE

Tuesday, September 11, 2001

14-2200

DAILY LEAVE REQUEST
(EXCLUDES EXTENDED LEAVE)

[illegible]

*AL = ANNUAL LEAVE, SL = SICK LEAVE, HL = HOLIDAY LEAVE, LW = LEAVE W/O PAY, RD = REGULAR DAY OFF

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AREA 2
CONTROLLERS

dated on 07/28/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
ADKINS T <i>[Signature]</i>	1400/08+00f	AT	1400	2200	8				
BLACK R	RDO p	QT							
BRUNS J <i>[Signature]</i>	0600/08+00f	BV	0630	1430	8				
BURTON M	RDO f	BK							
CARTER J	RDO f	YZ							
COX J	RDO f	JJ							
DEVANE S	RDO f	DE							(b) (6)
EDLUND S <i>[Signature]</i>	0700/08+00f	ED	0630	1405	8				(b) (6) <i>[Signature]</i>
FARINA C	RDO f	XM							
FUGGITI P	RDO f	PI							
GARWOOD R	RDO f	GG							
JE P	1100/08+00f	PJ				(b) (6)			VL1 (b) (6)
GOBEL S <i>[Signature]</i>	0600/08+00f	DI	0530	1645	5+15	(b) (6)			(b) (6)
GUMIELA R <i>[Signature]</i>	0600/08+00f	RD	0530	1340	8				
GUNDERSEN K <i>[Signature]</i>	2200/08+00f	NJ	2200	0600	8				
HENNING T <i>[Signature]</i>	1300/08+00f	FS	1230	2030	8				
JOBE-HAMILTON J	1400/08+00f	JE							ADM
KICK M	RDO f	IE							
KLEMM G <i>[Signature]</i>	1500/08+00f	KL	1430	2230	8				
KRITZER S	RDO f	VG							
KROPLINICKI <i>[Signature]</i>	1500/08+00f	SU	1430	2230	8				
LASKAY B <i>[Signature]</i>	0600/08+00f	BL	0635	1035	4				4 ADMIN LEAVE
LAWS M <i>[Signature]</i>	1300/08+00f	NT	1235	2035	8				
MANNBECK <i>[Signature]</i>	0600/08+00f	TE	0635	1335	8				
MINEZ J <i>[Signature]</i>	1500/08+00f	PE	1430	2230	8				

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EVE

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DEVELOPMENTALS

Tuesday, September 11, 2001

ted on 07/28/2001

[illegible]

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AREA 3 - STAFFING/REQUESTS

Tuesday, September 11, 2001

CONTROLLERS	DEVELOPMENTALS	ASST/OTHER	SUP's
0600 BZ YJ ⁶⁻⁸ AJ HY PX PG EW CO	II		BL AME H 00
0700 BZ ¹³⁰⁰ EG GY ¹³⁰⁰ GP RZ AP	AP	PT- CLLD	JP
0800			
0900			
1000			
1100			EG CG
1200			
1300 PA FN DW BE CE	CV		
1400 IS GT JR	ev NF		yo GT yo
1500 OO *MS AZ *VU	OG		
1600 GZ JR			

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Rated

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
1. JR	7/23	14-15	Am 9/3	14.			
2. JR	8/3	(b) (6) 12	N 9/11	15.			
3. BZ	9/11	(b) (6)	A 9/11	16.			
4.				17.			
5.				18.			
6.				19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
13.				26.			

ZD7230.4-98 2/89 ELECTRONIC EQUIV. 12/98

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
ACKERMAN M	RDO	f	MQ						
ANDERSON P <i>[Signature]</i>	1300/08+00f	PA	<i>1230</i>	<i>2030</i>	8				
BARBER R	RDO	f	BU						(b) (6)
BATES B <i>Barbara Bates</i>	0700/08+00f	BZ	<i>0620</i>	<i>1400</i>	8 ¹⁴	(b) (6)			(b) (6)
BAUGH J	0700/08+00f	(BG)				(b) (6)			
BECKNER J <i>[Signature]</i>	2200/08+00f	JB	<i>2141</i>	<i>0541</i>	8				
BENTON S <i>Steve Benton</i>	1300 RDO <i>BE</i>	BE	<i>1238</i>	<i>2038</i>	8				B FOT CCLD FOR PT
BERGESON K <i>[Signature]</i>	2200/08+00f	KX	<i>2130</i>	<i>0530</i>	8				
BOAT O	1300/08+00f	PT				(b) (6)			9 ¹⁴ HR DAY TD/ ZK (b) (6)
BORN R	0600/08+00f	(SX)				(b) (6)			VL1
BROWN D <i>[Signature]</i>	1500/08+00f	OO	<i>1430</i>	<i>2230</i>	8				
MURCHFIELD <i>[Signature]</i>	1400/08+00f	IS	<i>1330</i>	<i>2130</i>	8				
BYARD R <i>[Signature]</i>	0600/08+00f	BL	<i>0600</i>	<i>1100</i>	8	3			CIC 2+00 100-1400 AMZ
CARLSON K	RDO	f	VA						
CONLIN T <i>Thomas M. Conlin</i>	2200/08+00f	TW	<i>2130</i>	<i>0530</i>	8				
CONZEMIUS A <i>[Signature]</i>	2200/08+00f	GL	<i>2130</i>	<i>0530</i>	8				(b) (6)
COY T <i>Thomas W. Coy</i>	1400/08+00f	CV	<i>1230</i>	<i>1630</i>	4				TNG (b) (6)
CRIST C <i>[Signature]</i>	1300/08+00f	CE	<i>1240</i>	<i>1840</i>	8 ²⁰				TNG <i>expand block</i> <i>2+00 L 2</i>
DEVINE W	1400/08+00f	GV							
DORR J	RDO	f	GQ						
FERRO N <i>[Signature]</i>	1400/08+00f	NF	<i>1345</i>	<i>2145</i>	8				TNG
FOUTS M <i>[Signature]</i>	1500/08+00f	MS	<i>1430</i>	<i>2230</i>	8				
GAYDE R <i>[Signature]</i>	0700/08+00f	GV	<i>0630</i>	<i>1430</i>	8				
GIRALTE M	RDO	f	FG						(b) (6)
RAYSON C <i>[Signature]</i>	1600/08+00f	GZ	<i>1635</i>	<i>0555</i>	12	(b) (6)			

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AREA 3
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
GROTH J <i>[Signature]</i>	0600/08+00f	YJW	0530	1330	8	(b) (6)	145		
HAYES D <i>[Signature]</i>	0600/08+00f	AJ	08 ³⁰	1335	5	(b) (6)			(b) (6)
HAYNES R <i>[Signature]</i>	0600/08+00f	WY	0540	1200	6 ¹⁵	(b) (6)			
HURD G	1400/08+00f	HG				(b) (6)			VL1
IRWIN M <i>[Signature]</i>	0600/08+00f	IR	0530	1330	8				TNG
LANGGUTH M	RDO	f LA							
LENZ A <i>[Signature]</i>	1500/08+00f	AZ	1430	22 ³⁰	18				
MAURO J	RDO	f VM				(b) (6)			(b) (6)
MCCREERY <i>[Signature]</i>	1400/08+00f	GL	1330	2030	7	(b) (6)			(b) (6)
OEDER S	RDO	f OE				(b) (6)			
PIERCE B	2200/08+00f	YB				(b) (6)			
PLENTL E	RDO	f EP							(b) (6)
POPP P <i>[Signature]</i>	0600/08+00f	PX	0520	1230	7.10	151			(b) (6)
PORTER G <i>[Signature]</i>	0700/08+00f	GP	0635	1205	7				(b) (6)
RAYMOND M <i>[Signature]</i>	0600/08+00f	PG	0530	1010	8 3420				1010-1330 AME/
RODDY D <i>[Signature]</i>	1600/08+00f	JR	1330	2130	8		145 CIC		
SHOWALTER R <i>[Signature]</i>	0700/08+00f	AP	0642	1442	8				TNG
SMITH C	RDO	f SK				(b) (6)			(b) (6)
STEINMAN F <i>[Signature]</i>	1300/08+00f	FN	1230	1600	3 1/2	(b) (6)			(b) (6)
STEWART J <i>[Signature]</i>	0600/08+00f	EW	0530	1330	8				
THOMAS C <i>[Signature]</i>	0600/08+00f	CO	0547	1347	8.0				
VEITH R <i>[Signature]</i>	1500/08+00f	VU	1445	2145	4.0				
WAMPLER C <i>[Signature]</i>	1500/08+00f	EG	1430	2230	8	(b) (6)			TNG
WIEMER D <i>[Signature]</i>	1300/08+00f	DW	1245	1545	3	(b) (6)			
WOODARD B	RDO	f ZB							

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AREA 3
CONTROLLERS

Tuesday, September 11, 2001

[illegible]

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ZID-AREA 4-STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS ===== DEVELOPMENTALS===== ASST/OTHER === SUP's =====

TH	NO	ST	FX	CN	LE				
0500	YG	SA	YM	9-13					
0600	FA	HA	AO	SZ	YM	EX	PA	EZ	PR
0700	PC	KS	JF	OR	EN	*KB	*ZM	AN	EX
0800	DZ	OM	PW			16	WK	DW	
0900	ON								
1000									
1100									
1200									
1300	BN	*DR	SM	DB	SI	TN	ME	*ZM	
1400	*CB	LL	LE	SL	PR	ME	TA	SB	
1500	*PR	MG	IZ	NL	PA	GR		15	PK
1600	DT								

: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

ACTION				ACTION			
NAME	DATE	REQUEST	DATE	NAME	DATE	REQUEST	DATE
1. ON	8/20	08	A 9/11	13. TA	8/11	14	A 9/11
2. JA	8/25	12	ASAP 9/28/28	14. FX	9/11	21+	A 9/11
3. ME	8/21	13x	A 9/12	15. EN	9/11	24	A 9/11
4. GR	9/1	100	DS 9/12	16. SL	9/11	11	A 9/11
5. ZM	9-10	13	A 9/11	17. TA	9/11	12xx	A 9/11
6. RN	9-10	7	A 9/11	18. SB	9/11	14	A 9/11
7. EZ	9/10	7	A 9/11	19.			
8. ET	9/10	6+	A 9/11	20.			
9. PR	9/10	6	A 9/11	21.			
10. IM	9/10	05	A 9/11	22.			
11. LB	9/10	06	A 9/11	23.			
PR	9/10	14	A 9/11	24.			

EZ - AME @ 1300

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ZID-AREA 4
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT	HRS				
ALEXANDER B	2200/08+00f	TH	2135	0535	8				
BAILEY C	1400/08+00f	CB	1330	2130	8				
BRANDT R	0700/08+00f	PC				(b) (6)			
BROOKS K	1500/08+00f	PK PK	1445	2245	8				
BROWN R	1300/08+00f	RN	1200	1430	8.0				
CAROLLO M	1400/08+00f	LL				(b) (6)			
CRISP S	1400/08+00f	SB	1330	2130	8				VL2
DAMRON S	1300/08+00f	ZM	1250	2050	8				TNG
DAVIS C	0700/08+00f	VI							VL2
DOLEN E	RDO	f	ER			(b) (6)			(b) (6)
ENGLE D	1300/08+00f	DR	1230	2000	7.5	(b) (6)			(b) (6)
INS S	RDO	f	LX						
FREIBURGER M	0600/08+00f	FA	0530	1330	8				
FREIBURGER R	RDO	f	MX						
FRITZ D	0800/08+00f	DZ	0730	1530	8				
GABBARD H	0600/08+00f	HA	0530	1330	8				CC 0 + 48
GIBBS M	1500/08+00f	MG	1445	2245	8				
HAGEN A	0800/08+00f	ON	0730	1130	4	(b) (6)			(b) (6)
HAGEN S	0600/08+00f	AG	0530	1130	6	(b) (6)			
HALL D	RDO	f	DB						
HANSEN	2200/08+00f	NO	2150	0550	8				
HARDY J	RDO	f	OH						
HUGHETT T	RDO	f	XT						
JAMISON C	RDO	f	JX						
SON S	1500/08+00f	IZ	1430	2230	8				

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Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
KEIFER D	RDO	f AE							
KENNEDY M <i>John</i>	0700/08+00f	KB	0700	1430	8				TNG
KERR W <i>W</i>	0800/08+00f	WK	0740	1540	8				TNG
KOCH <i>Kat</i>	0700/08+00n	KS	0700	1500	8	(b) (6)			
KOEPEL S	0600/08+00f	SZ				(b) (6)			DUTY FAM 1+cc A2
KOSSICK <i>Frank</i>	0700/08+00f	JF	0730	1430	8	(b) (6)			
LAIGLE D <i>Dean W. Laigle</i>	2200/08+00f	LE	2140	0540	8	(b) (6)			
LANE R <i>Robert S Lane</i>	1400/08+00f	LB	0530	1330	8				
LARSON J <i>James Larson</i>	0600/08+00f	YM	0430						
LEHMANN <i>Stacy</i>	2200/08+00f	ST	2200	0600	8				
LUCAS R <i>Roger Lucas</i>	1500/08+00f	NL	1430	2230	8	(b) (6)			
CKER S	1300/08+00f	SM				(b) (6)			(b) (6)
MITCHELL M <i>Mark Mitchell</i>	1400 RDO 0700/08+00f	f ME	1230	2130	9				(b) (6) (8 R/S out CUD (TS))
MOULTON D <i>Don</i>	1600/08+00f	DT	1600	0000	8				
MOYE R <i>Robert M</i>	1300/08+00f	OB	1300	2100	8				
MULLEN D	RDO	f DM							
PRESLIN B <i>Bryan P</i>	0700/08+00f	PR	0735	2135	8				
RENTON R <i>R</i>	0700/08+00f	RE	0530	1330	8				
RIFE C <i>Craig R</i>	2200/08+00f	XH	2130	0530	8				
ROEDER T <i>T</i>	0600/08+00f	RT	0630	1330	8				(b) DTL
ROMINGER M <i>M</i>	0600/08+00f	EZ	0545	1445	9	3			(b) (6) 3-AME 1145-1445 2+cc C.C.
ROMINGER R <i>R</i>	1400/08+00f	OG	0413	2140	8				DTL
ROSALES R	RDO	f RB				(b) (6)			(b) (6)
ROSALES S <i>S Rosales</i>	0600/08+00f	PS	0530	1130	6	(b) (6)			(b) (6)
R G <i>Greg</i>	1500/08+00f	GR	1430	0730	8				via G

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ZID-AREA 4
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
SCHNEIDER M	0800/08+00f	PW	0750	1550	8				TNG (b) (6)
SELKE S	2200/08+00f	FX	2030	0530	9				(b) (6)
SHERIDAN T	1400/08+00f	TS							DTL
SIEGEL J	1400/08+00f	SQ							DTL
SKILES S	1200/08+00f RDO	SI							O/T B/S out (b) (6)
STEWART M	1500/08+00f	TA	1130	2130	10				(b) (6)
STRACKBEIN D	0500/08+00f RDO	f	GM						
SUTHERLAND D	1400/08+00f	SL	1030	1830	8				
SZALAI P	RDO	f	ZP						
TAMMEN C	2200/08+00f	CN	2145	0545	8	2.1			(b) (6)
THOMPSON T	1300/08+00f	TN	1230	2000	7.5				(b) (6)
NT # 01	RDO								
VANDERBEKE J	RDO	f	QA						
YOUNG R	0500/08+00f	YG	0450	1250	8				

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ZID-AREA 7 - STAFFING/REQUESTS

Tuesday, September 11, 2001

CONTROLLERS		DEVELOPMENTALS		ASST/OTHER	SUP'S
CF AD HF TC ZW FM		DG			
0600 ID EJ VR RL AX PS UA	HD QC EG	PC HD KI EG			EV
0700 FL TR JA FP PB IM BQ	EG ED				EV ZU
0800	WX				
0900					
1000					
1100					
1200					
1300					
1400 KC RH KK CW KV WY	LS	EO LS DX			JS
1500 RF RG TJ LY MA RR					KM
1600 JN EQ JG					

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION DATE	NAME	DATE	REQUEST	ACTION DATE
PEPPER J		1000	11/4	14.			
2. HAY T		0800	11/4	15.			
3. CORNELIUS	7/30	1100 on 1200	11/4	16.			
4. McDANIEL	8/8	0000	11/4	17.			
5. JG	9/10	16	11/4	18.			
6. GARRELL	9/11	14^	11/4	19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
13.				26.			

[Signature]
22-06

[Signature]
15-27

ZID-AREA 7
CONTROLLERS

Printed on 07/28/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	OJT HRS	REMARKS
			IN	OUT	HRS				
ADAMS T	0600/08+00f	ID	10549	1349	8			12+28	(b) (6)
CARRELLI R	1500/08+00f	RF	1330	2230	9				(b) (6) Bas
CHESTER J	2200/08+00f	CF	2130	0530				3+22	
CORNELIUS K	1400/08+00f	KC	1350	2130	8				
DRAKE L	0700/08+00f	FL	0700	1500	8				(b) (6)
EISERT J	0600/08+00f	EJ	0630	0930					(b) (6)
FERGUSON J	0600/08+00f	VR	0600	1400	8				
GEHRMAN R	1500/08+00f	RG	1500	2300	8				(b) (6)
GILBERT J	1600/08+00f	JN	1530	2330	8 OT				(b) (6)
GILBERT R	0600/08+00f	RL	0530	1330	8				(b) (6)
HARPOLD R	1400/08+00f	RH	1400	2200	8				(b) (6)
PRISON W	2200/08+00f	AD	2125	0518					8 OT
F	0700/08+00f	TR	0700	1450	8				
HENDRICKSON J	0600/08+00f	AD	0600	1300	8				
HERSMAN R	2200/08+00f	HF	2150	0550	8				
JONES M	RDO	f	FJ						(b) (6)
KENDALL J	1400/08+00f		1330	1500	1.5				(b) (6)
KOSMERL W	1500/08+00f	TJ	1435	2235	8				
LIPSCOMB T	RDO	f	LH						
LONTZ C	1500/08+00f	LY	1430	2230	8				
MARYANN J	0700/08+00f	JM	0640	1040	4				(b) (6) DLR ORR
MCDANIEL R	2200/08+00f	TC							(b) (6) Adm. N LV.
MCMENAMY V	0700/08+00f	FP	0630	1430	8				o/T CKE PM B
MERTENS M	0800/08+00f	MAMA	0630	1045					4+45 Admin LV-B
NELSON M	RDO	f	OZ						

AAL77

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CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON	OJT	REMARKS
			IN	OUT		DUTY	LV	
OSMUN S	0600/08+00f	OS						
PEPPER J	0700/08+00f	PR	0645	1445	8			
PHILLIPS J	0600/08+00f	UA	0550	1350	8	(b) (6)		
ROEVER R	1500/08+00f	RR	1450	2150	7	(b) (6)		
SMITHWICK D	0700/08+00f	IM	0630	1430	8			
STELLMACH K	RDO	f	KR					
STILLINGS C	0700/08+00f	BQ	0655	1415	8	(b) (6)		(b) (6)
VANDAMME R	1600/08+00f	RQ				(b) (6)		(b) (6)
WALKER L	1400/08+00f	JG	1530	2330	8			
WILDE K	2200/08+00f	ZW	2145	0545	8	(b) (6)		(b) (6)
WILLIAMSON D	1400/08+00f	CW	1330	1930	6	(b) (6)		(b) (6)
YON B	RDO	f	WN					
WRIGHT G	2200/08+00f	FM	0030	0830	8			
WRIGHT K	1400/08+00f	KV	1335	2135	8	(b) (6)		
WYLIE D	1400/08+00f	WY				(b) (6)		
				</				

Printed on 08/20/2001

MIDS - STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS ===== DEVELOPMENTALS ===== ASST/OTHER === SUP's =====

0500 SE NK EK

0600 AB

QZ TO

0700 MD

0800 QZ

0900

1000 FO 16-18

CZ

1100

1200 *MK BH+

1300

1400 GC

1500 QQ MO

SC

1600 BH

Notes: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
1. LAFLIN M		1000	U-9/17 55	13.			
2. Geraco	9/16	1200	U-9/17 55	14.			
3. Johnson	9/10	1200+	AGROSC	15.			
4.				16.			
5.				17.			
6.				18.			
7.				19.			
8.				20.			
9.				21.			
10.				22.			
11.				23.			
				24.			

MIDS
CONTROLLERS

Printed on 08/20/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	OJT HRS	REMARKS
			IN	OUT	HRS				
AKERS M <i>M. Akers</i>	0600/08+00f	AB <i>AB</i>	0535	1335	8				
DEFIELD M	0700/08+00f	MD							
GARLAND C	0700/08+00f	LC							ADM
GROCE C <i>Charles K. Groce</i>	1400/08+00f	OC <i>OC</i>	1335	2135	8				
HARTING S <i>S. Harting</i>	0500/08+00f	SE <i>SE</i>	0450	1250	8				(b) (6)
JOHNSON C <i>C. Johnson</i>	1600/08+00f	BH <i>BH</i>	1130	2130	10				(b) (6)
JONES S	RDO	f JT							
LAPLIN M <i>M. Laplin</i>	1200/08+00f	MK	1130	1930	8				
MALOTT K <i>Kenneth J. Malott</i>	0500/08+00f	NK <i>NK</i>	0430	1230	8				
MARINO A	1300/08+00f	NY							VL1
POPP M	RDO	f MP							
RUTHERFORD R <i>R. Rutherford</i>	0000/08+00f	FO <i>FO</i>	0930	1530	6	(b) (6)			(b) (6)
NDERS J	0700/08+00f	SJ							ADM
SCHOTT K <i>K. Schott</i>	0500/08+00f	EK <i>EK</i>	0430	1230	8				
SITTER L	RDO	f LO							
SPILLE J <i>J. Spille</i>	1500/08+00f	QQ <i>QQ</i>	1430	2230	8	(b) (6)			4400 C1C
STEFFEY B	0800/08+00f	QZ <i>QZ</i>				(b) (6)			
YOUNG M <i>Maura Young</i>	1500/08+00f	MO <i>MO</i>	1430	2230	8				

ZID7230.4-38 2/89 ELECTRONIC EQUIV. 12/98

MIDS
SUPERVISORS

Printed on 08/20/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT				
COLLINS S	1500/08+00f	SC	1430	2320	875	0		(b) (6)
JOHNSON D	1500/08+00f	DD						VL1
KOVACINSKI T	RDO	f	TK					
LEFFEWE L	1400/08+00f	WL						VL1
LUTOMSKI S	RDO	f	SS	0800	1600			0.75 (b) (6)
MCGRADY C	0600/08+00f 1000	CZ	0915	1745	1830			(b) (6)
PLACKE D	RDO	f	OP					(b) (6)
SMITH E	1100/08+00f	1015	1830	8715				(b) (6)
THOMAS J	0600/08+00f	TO	0530	1330	8			

ADDITIONAL ASSIGNMENTS/REMARKS

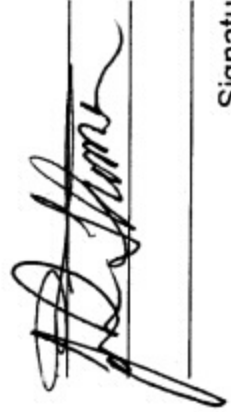
McGRADY 1000 A 9-10 SC

PERSONNEL LOG
MID SUPERVISOR'S SIGN ON / SIGN OFF
AREA: "MIDS"

DAY: Tuesday **DATE:** September 11, 2001

Name	Inits	PSN	Shift	Hours			Leave	Comments
				In	Out	Total		
 Allison, Thomas J.	AA <i>AT</i>	ASIC	2200	2130	0550	8+20		(b) (6)
 Eikins, Douglas J.	EL <i>EL</i>	ASIC	2200	2130	0505	8+35		(b) (6)
Willingham, Jeffery W.	JW	ASIC	2200				(b) (6)	

I certify that all entries are true and correct.

Mid:  Shift: 22-0600
 Day: _____ Shift: _____
 Evening: _____ Shift: _____

Signatures of Shift Supervisors.

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AAL77

FLIGHT DATA
CONTROLLERS

Printed on 08/30/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON	OJT	REMARKS
			IN	OUT	HRS	DUTY	LV	
BARTLETT F <i>Frances E. Bartlett</i>	1400/08+00n	FF	1400	2130	7 1/2			(b) (6)
DICE S <i>Stephen R. Dice</i>	0700/08+00n	SD	0630	1430	8			
EBERWEIN M <i>M. Eberwein</i>	0600/08+00n	EB	2130	0530	8			
ESTES G <i>Gytha R. Estes</i>	0700/08+00n	EG	0656	1456	8			
GREEN J <i>Jim Green</i>	1500/08+00n	XX	1430	2230	8			
HAYES G <i>Gary Hayes</i>	2200/08+00n	HS	0430	1230	8			
LUTZ S	RDO n	SA						
PETTYGREW P <i>Patricia Petty</i>	1000/08+00n	CPA	0930	1730	8			
ROBBINS HUFF A	RDO n	AL						
TURNER J <i>James Turner</i>	1400/08+00n	TT	1330	2130	8			

Printed on 08/30/2001

FLIGHT DATA - STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS =====

FDCS =====

ASST/OTHER === SUP's =====

*H8 EB

0600 *H8 HS(0500)

0700 *SD *CY

0800

0900

SP

1000 *CP

1100

1200

1300

1400 *FF *TT

1500 *XX

1600

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "*" - Not Fully Radar Rated

ACTION				ACTION			
NAME	DATE	REQUEST	DATE	NAME	DATE	REQUEST	DATE
1.				14.			
2. Ebermer	2200	2700	SP	15.			
3. Hayes	0500	919		16.			
4.				17.			
5.				18.			
6.				19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
				26.			

DAILY LEAVE REQUEST
(EXCLUDES EXTENDED LEAVE)

DAY OF WEEK: Tuesday[illegible]

= ANNUAL LEAVE, SL = SICK LEAVE, HL = HOLIDAY LEAVE, LW = LEAVE W/O PAY, RD = REGULAR DAY OFF

ZDC-ARTCC-212
AAL77

SECTION 6
FAA Form 7230-10, Position Log
Automated Sign On/Sign Off (SISO) Data

ZDC-ARTCC-212
AAL77

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUB-TOTAL	ACCUMULATED
						TIME	TIME
D05	WZ	WO	34	11:49	13:01	1:12	3:39
R05	FC		36	11:57	13:02	1:05	1:27
R03	YG	PG	44	12:10	13:33	1:23	2:24

I hereby certify that the SISO data is correct and was extracted from the Host computer for the day of September 11, 2001.

Sam Tuten

Glen Trautner
Support Specialist, QA

[illegible]

DATE= 09/11/01

SECTOR REPORT
 POSITION FPL TRAINEE AREA/CNEM TIME-ON TIME-OFF SUB-TOTAL ACCUMULATED
 TIME TIME

R89	LE	40	05:00	05:41	00:41	
R89	CH	45	05:41	05:57	00:16	
R89	CN	44	05:25	10:00	01:35	
R89	CG	45	10:00	10:37	00:37	
R89	FA	46	10:37	10:42	00:05	
R89	HA	44	10:42	11:32	00:50	
R89	EZ	41	11:32	12:10	00:38	
R89	WM	45	12:10	13:02	00:52	
R89	FA	46	13:02	13:07	00:05	
R89	FA	46	13:07	14:13	01:06	
R89	KS	46	14:13	14:30	00:17	
R89	DT	40	08:36	09:23	00:47	
R89	FX	47	09:23	11:56	02:35	
R89	KB	45	11:56	13:26	01:30	
R89	JE	43	14:08	15:11	01:03	01:27:50
R81	PM	17	11:35	12:02	00:27	
R81	RE	14	12:02	12:52	00:50	
R81	PM	17	12:52	13:43	00:51	
R81	EX	17	13:43	15:33	01:50	
R81	VP	14	13:42	15:33	01:51	00:57:49
R82	RK	17	11:54	12:35	00:41	
R82	ZY	14	13:05	13:33	00:33	
R82	ZY	13	13:38	14:09	00:31	
R82	NY	13	14:09	14:11	00:02	
R82	RE	14	13:20	14:11	00:51	00:27:41
R83	PS	75	11:53	11:59	00:06	
R83	RJ	74	11:59	12:55	00:56	
R83	EJ	71	12:55	14:07	01:12	
R83	ZU	78	14:07	14:15	00:08	
R83	IO	73	12:39	14:11	01:32	
R83	FL	74	14:11	14:15	00:04	00:31:58
R84	SV	22	11:21	12:27	01:06	
R84	DI	23	12:27	14:49	02:22	
R84	ED	22	11:41	12:51	01:10	
R84	LM	25	12:51	13:14	00:23	
R84	YY	25	13:14	13:47	00:33	00:51:34
R85	GV	35	11:13	12:43	01:30	
R85	CD	34	12:43	13:26	00:45	
R85	PX	37	13:26	17:00	03:32	
R85	HY	30	10:52	11:32	00:40	
R85	RZ	35	11:32	11:55	00:26	
R85	AP	34	11:55	13:37	01:39	
R85	GV	35	13:37	14:06	00:31	00:57:43

ZDC-ARTCC-212
 AAL77

I hereby certify this document is derived from magnetic computer recordings from September 11, 2001, 0300 UTC to September 12, 2001, 0300 UTC.

Renee P. Adkins

Renee P. Adkins
 Data Specialist, QA, ZID-505.3
 Indianapolis ARTCC

DATE: 09/11/01

SECTOR REPORT

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUM-TOTAL TIME	ACCUMULATED TIME
R35	FK		47	08:20	09:22	01:02	
R35	EN		46	12:43	13:42	00:57	002:01
R60	JT		99	05:00	10:05	05:08	
R60	NK		97	10:04	12:30	02:22	
R60	EK		95	12:30	17:03	04:33	
R60	KK		99	17:03	21:33	04:30	015:13
R62	KK		99	23:55	05:09 E05	05:05	005:05
R63	KK		99	21:33	23:55	02:22	002:22
R66	ZM		73	05:00	05:00	00:00	
R66	FM		77	07:59	10:28	02:29	
R66	AX		74	10:28	12:25	01:57	
R66	IM		71	12:25	13:35	01:10	
R66	AX		74	13:35	14:17	00:42	
R66	RL		72	14:17	14:50	00:23	
R66	UA		74	14:50	15:09	00:23	
R66	RL		72	15:09	15:31	00:23	
R66	EG		74	15:31	12:29	01:15	
R66	QC		73	12:29	12:39	00:10	
R66	AX		74	13:07	13:27	00:20	
R66	RL		72	13:27	13:29	00:02	
R66	TR		74	13:29	15:31	02:02	011:22
R69	TA		61	11:01	12:37	01:55	
R69	JD		61	12:37	13:21	00:24	
R69	MM		62	13:21	14:15	00:55	
R69	UL/H		65	13:50	14:15	00:25	
R69	CU		61	14:15	14:39	00:23	
R69	UL		65	13:23	13:50	00:27	
R69	OK		65	13:50	14:22	00:32	
R69	DL		65	14:22	14:38	00:16	005:19
R76	RL		72	11:19	12:02	00:44	
R76	TR		74	12:02	12:46	00:44	
R76	UA		74	12:46	14:03	01:17	
R76	RL		72	14:03	14:15	00:12	
R76	QC		73	12:39	13:55	01:17	
R76	3Q		74	13:55	14:15	00:19	004:13

ZDC-ARTOC-212
AAL77

I hereby certify this document is derived from magnetic computer recordings from September 11, 2001, 0500 UTC to September 12, 2001, 0500 UTC.

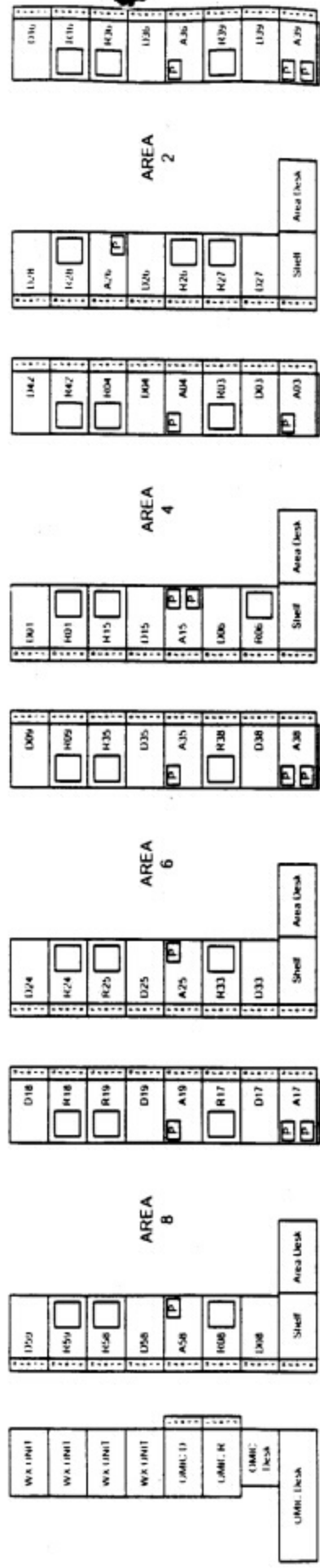
Renee P. Adkins

Renee P. Adkins
Data Specialist, QA, ZID-505.3
Indianapolis ARTOC

ZDC-ARTCC-212
AAL77

SECTION 7
Facility Layout Chart

DSR CONTROL ROOM



BS WCN

E Complex

DSR
ZDC-510

Created by: Bill Schmal
Date created: 3/1/00
Date modified: N/A
Author: [blank]
Page: 1



ZDC-ARTCC-212
AAL77

SECTION 8
Flight Progress Strip

ZDC-ARTCC-212
AAL77

AAL77

L/B752/E
T458
05
266 02

↑ 220
22
IAD P1210

170 390

IAD LDN J134 HNN
J134 STL J110 FMN
J64 PGS J128 CIVET
CIVET4 LAX

6553

IAD IA+

ZDC-ARTCC-212
AAL77

SECTION 9
Transcription of Voice Recordings



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident AAL77;
Washington, DC; September 11, 2001

Date: January 17, 2002

From: Washington ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC R05 position for the time period from September 11, 2001, 1220 UTC to September 11, 2001, 1236 UTC.

Agencies Making Transmissions

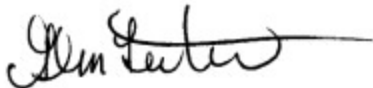
Washington ARTCC Linden Radar
Canadair Challenger N529GP
Colgan Air Flight 5960
American Airlines Flight 1441
Cessna Citation 10 N1AP
Mesa Aviation Services Flight 5789
United Airlines Flight 299
Federal Express Flight 3212
American Airlines Flight 77
Unknown
United Airlines Flight 605
Beech Kingair N497P
Cessna Centurion N6579X
Southwest Airlines Flight 113
Washington ARTCC Blueridge Radar
Mesa Aviation Services Flight 5781
Executive Jet Aviation Flight 315
Southwest Airlines Flight 465
U.S. Navy F-14 Bandwagon Flight 12

Abbreviations

R05
N529GP
CJC5960
AAL1441
N1AP
ASH5789
UAL299
FDX3212
AAL77
UNK
UAL605
N497P
N6579X
SWA113
R15
ASH5781
EJA315
SWA465
BDWN12

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AAL77
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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:



Glen Trautner
Support Specialist QA
Washington ARTCC

1220		
1220:33	R05	five two niner golf papa descend and maintain flight level two five zero
1220:36	N529GP	two five zero five two nine golf pop
1221		
1221:21	R05	colgan fifty nine sixty contact dulles approach one two zero point four five
1221:27	CJC5960	twenty forty five good day comman er colgan fifty nine sixty
1221:33	R05	american fourteen forty one contact washington center one three three point two seven
1221:36	AAL1441	thirty three twenty seven american fourteen forty one so long
1221:39	R05	so long
1222		
1222:29	R05	november one alpha papa contact washington center one two one point six seven
1222:33	N1AP	two one six seven one alpha pop
1222:38	ASH5789	center good morning airshuttle fifty seven eighty nine two seven oh level and smooth

1222:43	R05	airshuttle fifty seven eighty nine washington center roger
1222:51	UAL299	united two ninety nine two three oh for two four oh
1222:53	R05	united two ninety nine roger higher for you in about five miles traffic at ah one o'clock six miles northeast bound at two five zero and ah higher for you in just a moment
1223		
1223:02	UAL299	(unintelligible)
1223:31	R05	november five two niner golf papa descend and maintain flight level one niner zero
1223:36	N529GP	one nine oh for five two nine golf pop
1223:38	R05	united two ninety nine climb and maintain flight level two seven zero
1223:40	UAL299	out of two three eight for two seven zero united two nine nine
1223:44	R05	five two niner golf papa contact washington center one three four point one five
1223:48	N529GP	thirty four one five good day
1223:54	FDX3212	good morning washington fedex thirty two twelve heavy out of fourteen one for seventeen thousand

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1224:00	R05	fedex thirty two twelve heavy washington center roger climb and maintain flight level two three zero
1224:06	FDX3212	up to two three zero fedex thirty two twelve heavy
1225		
1225:09	R05	united two ninety nine contact washington center one three three point two seven
1225:13	UAL299	thirty three twenty seven united two nine nine good day
1225:14	R05	good day fedex thirty two twelve heavy climb and maintain flight level two seven zero
1225:20	FDX3212	o k up to two seven zero now fedex thirty two twelve heavy
1225:27	R05	airshuttle fifty seven eighty nine cross the docks intersection at and maintain one five thousand dulles altimeter three zero two one
1225:34	ASH5789	docks at one five thousand airshuttle fifty seven eighty nine
1225:49	AAL77	ah center american seventy seven with you passing one three decimal zero for one seven thou
1225:57	R05	american seventy seven washington center roger climb and maintain flight level two seven zero
1226:01	AAL77	two seven zero american seventy seven

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1226:14	UNK	that traffic going over to grand county what's your altitude
1226:23	UAL605	washington center good morning united six zero five with you fourteen seven for one seven thousand
1226:27	N497P	king air four nine seven papa one three thousand
1226:31	R05	united six zero five washington center roger climb and maintain flight level two seven zero
1226:36	UAL605	flight level two seven zero united six zero five
1226:39	R05	november four niner seven papa washington center dulles altimeter three zero two one
1226:42	N497P	zero two one
1227		
1227:31	N6579X	washington center centurion six five seven niner xray with you at six thousand
1227:36	R05	centurion six five seven niner xray washington center roger let's see charlottesville altimeter three zero two one and you still requesting twelve
1227:46	N6579X	seven nine xray request is twelve
1227:47	R05	o k we'll have higher for you in a moment
1227:49	R05	five and two

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AAL77
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1227:49	UNK	point for you kansas six fifteen
1227:53	R05	point out approved
1227:54	UNK	and if you want to expand out execjet with thirty seven oh seven will be descending to twenty seven
1227:57	R05	point out approved
1227:57 1228	UNK	thanks el d
1228:04	R05	hagerstown north arrival ninety eight like turn to charleston with fedex thirty two twelve
1228:07	UNK	(unintelligible)
1228:16	R05	fedex thirty two twelve ah cleared direct charleston
1228:18	FDX3212	direct charleston fedex thirty two twelve heavy thanks
1228:25	R05	november six five november six five seven nine xray climb and maintain one zero ten thousand
1228:31	N6579X	one zero ten thousand seven niner xray
1228:50	SWA113	center good morning southwest one thirteen eighteen seven for two three oh
1228:55 1229	R05	southwest one thirteen washington center roger

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1229:07	R05	fedex thirty two twelve heavy contact washington center one three three point two seven
1229:12	FDX3212	thirty three twenty seven fedex thirty two twelve heavy so long
1229:13	R05	so long
1229:26	R05	(unintelligible) five and two
1229:28	R15	yeah sector fifteen and one point out on november six two sierra he actually stays in my airspace but i know i gave you control for lower on two delta november so just reference six two sierra delta november (unintelligible) for lower
1229:55	R05	southwest one thirteen climb and maintain flight level two seven zero
1229:58 1230	SWA113	two seven zero southwest one thirteen
1230:26	R05	five and two
1230:27	UNK	kansas fifteen gonna go down to twenty four
1230:29	R05	approved
1230:30	R05	airshuttle fifty seven eighty nine contact dulles approach one two three point eight two
1230:35	ASH5789	twenty three eighty two airshuttle fifty seven eighty nine

1230:38	R05	american seventy seven contact washington center one three three point two seven
1230:42	AAL77	ah thirty three twenty seven american seventy seven thanks good day
1230:45	R05	airshuttle fifty seven eighty one climb and maintain flight level two zero zero
1230:49	ASH5781	up to two zero zero airshuttle fifty seven eighty one
1231		
1231:50	R05	united six zero five contact washington center one three three point two seven
1231:53	UAL605	thirty three twenty seven united six zero five so long
1231:54	R05	so long
1232:00	EJA315	good morning center execjet three fifteen two one zero
1232:03	R05	execjet three fifteen washington center roger
1232:08	R05	airshuttle fifty seven eighty one climb and maintain flight level two two zero
1232:11	ASH5781	up to two two zero shuttle fifty seven eighty one
1232:14	R05	five and two

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1232:15	UNK	another point out jetlink thirty six fifty two going down to twenty five
1232:17	R05	point out approved
1232:18	UNK	thanks
1232:56	SWA465	washington center southwest four sixty five nineteen for two three zero
1233:00	R05	southwest four sixty five washington center roger
1233:04	R05	execjet three fifteen descend and maintain one seven thousand dulles altimeter three zero two one
1233:09	EJA315	one seven thousand three zero two one execjet three fifteen
1233:30	SWA113	you have higher for southwest one thirteen
1233:33	R05	ah no i don't expect higher in about twenty miles
1233:37 1234	SWA113	o k
1234:30	R05	southwest four sixty five climb and maintain flight level two seven zero
1234:32	SWA465	two seven zero southwest four sixty five (unintelligible)
1234:43	R05	execjet three fifteen descend and maintain one four thousand

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1234:46	EJA315	one four thousand execjet three fifteen
1234:50	R05	four niner seven papa descend and maintain one one eleven thousand
1234:54	N497P	(unintelligible) leaving one three to one one thousand
1235:00	BDWN12	washington center wagon one two flight level two zero zero
1235:05	R05	oh one one two washington center roger
1235:09	R05	southwest one thirteen contact washington center one three three point two seven
1235:13	SWA113	thirty three twenty seven southwest one thirteen see ya
1235:16 1236	R05	see ya

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Full Transcript;
Aircraft Accident AAL77;
Washington, DC; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC D05 position for the time period from September 11, 2001, 1220 UTC to September 11, 2001, 1236 UTC.

Agencies Making Transmissions

Washington ARTCC Linden Radar
Canadair Challenger N529GP
Colgan Air Flight 5960
American Airlines Flight 1441
Cessna Citation 10 N1AP
Mesa Aviation Services Flight 5789
United Airlines Flight 299
Federal Express Flight 3212
American Airlines Flight 77
Unknown
United Airlines Flight 605
Beech Kingair N497P
Cessna Centurion N6579X
Mesa Aviation Services Flight 5781
Washington ARTCC Linden Radar Associate
Dulles Approach Control
Southwest Airlines Flight 113
Executive Jet Aviation Flight 315
Jetlink Flight 4139
Southwest Airlines Flight 465
U.S. Navy F-14 Bandwagon Flight 12

Abbreviations

R05
N529GP
CJC5960
AAL1441
N1AP
ASH5789
UAL299
FDX3212
AAL77
UNK
UAL605
N497P
N6579X
ASH5781
D05
IAD
SWA113
EJA315
BTA4139
SWA465
BDWN12

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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:



Glen Trautner
Support Specialist QA
Washington ARTCC

1220

1220:33 R05 five two niner golf papa descend and
maintain flight level two five zero

1220:36 N529GP two five zero five two nine golf pop
1221

1221:21 R05 colgan fifty nine sixty contact dulles
approach one two zero point four five

1221:27 CJC5960 twenty forty five good day comman er colgan
fifty nine sixty

1221:33 R05 american fourteen forty one contact
washington center one three three point two
seven

1221:36 AAL1441 thirty three twenty seven american fourteen
forty one so long

1221:39 R05 so long
1222

1222:29 R05 november one alpha papa contact washington
center one two one point six seven

1222:33 N1AP two one six seven one alpha pop

1222:38 ASH5789 center good morning airshuttle fifty seven
eighty nine two seven oh level and smooth

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1222:43	R05	airshuttle fifty seven eighty nine washington center roger
1222:51	UAL299	united two ninety nine two three oh for two four oh
1222:53	R05	united two ninety nine roger higher for you in about five miles traffic at ah one o'clock six miles northeast bound at two five zero and ah higher for you in just a moment
1223		
1223:02	UAL299	(unintelligible)
1223:31	R05	november five two niner golf papa descend and maintain flight level one niner zero
1223:36	N529GP	one nine oh for five two nine golf pop
1223:38	R05	united two ninety nine climb and maintain flight level two seven zero
1223:40	UAL299	out of two three eight for two seven zero united two nine nine
1223:44	R05	five two niner golf papa contact washington center one three four point one five
1223:48	N529GP	thirty four one five good day
1223:54	FDX3212	good morning washington fedex thirty two twelve heavy out of fourteen one for seventeen thou
1224:00	R05	fedex thirty two twelve heavy washington center roger climb and maintain flight level two three zero

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1224:06	FDX3212	up to two three zero fedex thirty two twelve heavy
1225		
1225:09	R05	united two ninety nine contact washington center one three three point two seven
1225:13	UAL299	thirty three twenty seven united two ninety nine good day
1225:14	R05	good day fedex thirty two twelve heavy climb and maintain flight level two seven zero
1225:20	FDX3212	o k up to two seven zero now fedex thirty two twelve heavy
1225:27	R05	airshuttle fifty seven eighty nine cross the docks intersection at and maintain one five thousand dulles altimeter three zero two one
1225:34	ASH5789	docks at one five thousand airshuttle fifty seven eighty nine
1225:49	AAL77	ah center american seventy seven with you passing one three decimal zero for one seven thou
1225:57	R05	american seventy seven washington center roger climb and maintain flight level two seven zero
1226:01	AAL77	two seven zero american seventy seven
1226:14	UNK	that traffic going over to grand county what's your altitude

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1226:23	UAL605	washington center good morning united six zero five with you fourteen seven for one seven thousand
1226:27	N497P	king air four nine seven papa one three thousand
1226:31	R05	united six zero five washington center roger climb and maintain flight level two seven zero
1226:36	UAL605	flight level two seven zero united six zero five
1226:39	R05	november four niner seven papa washington center dulles altimeter three zero two one
1226:42	N497P	zero two one
1227		
1227:31	N6579X	washington center centurion six five seven niner xray with you at six thousand
1227:36	R05	centurion six five seven niner xray washington center roger let's see charlottesville altimeter three zero two one and you still requesting twelve
1227:46	N6579X	seven nine xray request is twelve
1227:47	R05	o k we'll have higher for you in a moment
1228		
1228:04	UNK	hagerstown north arrival ninety eight
1228:06	ASH5781	washington approach airshuttle fifty seven eighty one out of fourteen nine for one seven thousand

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1228:14	D05	west arrival thirty line linden casanova
1228:18	IAD	yes sir
1228:19	D05	seven nine xray my control higher
1228:19	IAD	affirmative (unintelligible)
1228:22	D05	(unintelligible)
1228:25	R05	november six five november six five seven nine xray climb and maintain one zero ten thousand
1228:31	N6579X	one zero ten thousand seven niner xray
1228:50	SWA113	center good morning southwest one thirteen eighteen seven for two three oh
1228:55	R05	southwest one thirteen washington center roger
1229		
1229:07	R05	fedex thirty two twelve heavy contact washington center one three three point two seven
1229:12	FDX3212	thirty three twenty seven fedex thirty two twelve heavy so long
1229:16	R05	so long
1229:55	R05	southwest one thirteen climb and maintain flight level two seven zero
1229:58	SWA113	two seven zero southwest one thirteen

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1230

1230:30 R05 airshuttle fifty seven eighty nine contact
dulles approach one two three point eight
two

1230:35 ASH5789 twenty three eighty two airshuttle fifty
seven eighty nine

1230:38 R05 american seventy seven contact washington
center one three three point two seven

1230:42 AAL77 ah thirty three twenty seven american
seventy seven thanks good day

1230:45 R05 airshuttle fifty seven eighty one climb and
maintain flight level two zero zero

1230:49 ASH5781 up to two zero zero airshuttle fifty seven
eighty one

1231

1231:50 R05 united six zero five contact washington
center one three three point two seven

1231:53 UAL605 thirty three twenty seven united six zero
five so long

1231:56 R05 so long

1232:00 EJA315 good morning center execjet three fifteen
two one zero

1232:03 R05 execjet three fifteen washington center
roger

1232:08 R05 airshuttle fifty seven eighty one climb and
maintain flight level two two zero

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1232:11	ASH5781	up to two two zero shuttle fifty seven eighty one
1232:38	BTA4139	one two seven niner two jetlink forty one thirty nine
1232:41	UNK	go linden
1232:42	D05	execjet three fifteen my control lower
1232:44	UNK	um yes seventeen
1232:45	D05	(unintelligible) uh what you got azalea also
1232:46	UNK	i have what
1232:48	D05	do you have azalea also
1232:51	UNK	i do
1232:52	D05	can we keep going down reference that sixteen reference that one thirty
1232:53	UNK	you can
1232:54	D05	thanks
1232:55	UNK	uh ha
1232:56	SWA465	washington center southwest four sixty five nineteen for two three zero

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1233:00	R05	southwest four sixty five washington center roger
1233:04	R05	execjet three fifteen descend and maintain one seven thousand dulles altimeter three zero two one
1233:09	EJA315	one seven thousand three zero two one execjet three fifteen
1233:30	SWA113	you have higher for southwest one thirteen
1233:33	R05	ah no i don't expect higher in about twenty miles
1233:37 1234	SWA113	o k
1234:30	R05	southwest four sixty five climb and maintain flight level two seven zero
1234:32	SWA465	two seven zero southwest four sixty five (unintelligible)
1234:43	R05	execjet three fifteen descend and maintain one four thousand
1234:46	EJA315	one four thousand execjet three fifteen
1234:50	R05	four niner seven papa descend and maintain one one eleven thousand
1234:54	N497P	(unintelligible) leaving one three to one one thousand

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1235:00 BDWN12 washington center wagon one two flight
level two zero zero

1235:05 R05 oh one one two washington center roger

1235:09 R05 southwest one thirteen contact
washington center one three three point
two seven

1235:13 SWA113 thirty three twenty seven southwest
one thirteen see ya

1235:16 R05 see ya
1236

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; AAL77;
Washington, D.C.; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC R03 position for the time period from September 11, 2001, 1226 UTC to September 11, 2001, 1246 UTC.

Agencies Making Transmissions

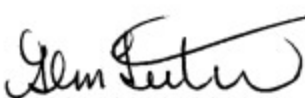
Abbreviations

Washington ARTCC Moorefield Radar	R03
U S Airways Flight 369	USA369
American Airlines Flight 1495	AAL1495
Southwest Airlines Flight 1317	SWA1317
United Airlines Flight 299	UAL299
American Airlines Flight 1159	AAL1159
Jetlink Flight 3707	BTA3707
American Airlines Flight 1873	AAL1873
Unknown	UNK
Southwest Airlines Flight 654	SWA654
Continental Airlines Flight 1535	COA1535
Federal Express Flight 3212	FDX3212
Continental Airlines Flight 1131	COA1131
Jetlink Flight 3043	BTA3043
American Airlines Flight 77	AAL77
Dassault Falcon 50 N89BM	N89BM
American Airlines Flight 1441	AAL1441
United Airlines Flight 605	UAL605
Jetlink Flight 3602	BTA3602
Federal Express Flight 3222	FDX3222
American Airlines Flight 1663	AAL1663
Southwest Airlines Flight 113	SWA113
American Airlines Flight 483	AAL483
Continental Airlines Flight 1474	COA1474
Israel Aircraft 1124 N161X	N161X
Cessna 560 N627XL	N627XL
Cleveland ARTCC	ZOB
American Airlines Flight 2493	AAL2493
Southwest Airlines Flight 465	SWA465

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United Parcel Service Flight 2019	UPS2019
Red Rock Flight 70	ROK70
Washington ARTCC Blueridge Radar	R15
U S Airways Flight 2298	USA2298
Airshuttle Flight 5781	ASH5781
Indianapolis ARTCC	ZID
Israel Aircraft 1124 N26T	N26T

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving American 77:



Glen Trautner
Support Specialist QA
Washington ARTCC

1226:00	R03	u s air three sixty nine climb and maintain flight level two seven Zero
1226:05	USA369	out of twenty six for two seven oh u s air three sixty nine
1226:10	AAL1495	american fourteen ninety five climbing through two nine oh for three one zero
1226:18	R03	american fourteen ninety five washington center roger
1226:26	SWA1317	washington center southwest thirteen seventeen flight level three five zero
1226:32	R03	southwest thirteen seventeen washington center at three five zero roger
1226:36	R03	other aircraft calling the center unanswered say again

1226:39	UAL299	united two ninety nine like to put three five zero on request
1226:44	R03	united two ninety nine i have your request
1226:57	R03	u s air three sixty nine contact washington one three three point zero two
1227:01	USA369	thirty three zero two u s air three sixty nine so long
1227:05	R03	american eleven fifty nine contact indianapolis one one niner point five two
1227:10	AAL1159	ninteen fifty two
1227:12	R03	affirmative
1227:13	AAL1159	thanks good day
1227:18	R03	jetlink thirty seven zero seven contact washington one three three point zero two
1227:25	BTA3707	one three three zero two jetlink thirty seven oh seven
1227:32	R03	american eighteen seventy three contact indy one two seven point four
1227:39	AAL1873	one twenty seven four understand that's for american eighteen seventy three

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1227:44	R03	american eighteen seventy three indy one two seven point four
1227:50 1228	AAL1873	two seven four
1228:04	R03	i like to turn to charleston with fedex thirty two twelve or if you could do that now
1228:10	UKN	i'll do that (unintelligible)
1228:12	SWA654	southwest six fifty four leveling three seven zero good morning
1228:16	R03	southwest six fifty four washington center roger
1228:20	R03	american fourteen ninety five cleared direct charleston
1228:24	AAL1495	direct charleston american fourteen ninety five
1228:27	R03	american fourteen ninety five say your mach number today at three five zero
1228:31	AAL1495	ah we're leveling at thirty one sir
1228:36	R03	american fourteen ninety five roger climb and maintain three five zero what's your mach number today at thirty five
1228:42	AAL1495	ah we don't want thirty five sir we want to level at thirty one and we are goin to do eight one

1228:46 R03 american fourteen ninety five roger i'm
showing something different on your
strip sir ah maintain flight level
three one zero i'll show that as your
final normal speed

1228:54 AAL1495 yes sir at three one oh ah we told that
about six controllers ago for a final

1228:59 R03 roger

1229:01 R03 continental fifteen thirty five confirm
level at three five zero

1229:09 R03 continental fifteen thirty five confirm
level three five zero

1229:20 FDX3212 good morning washington fedex thirty
two twelve heavy out twenty two point
five for two seven zero

1229:26 R03 fedex thirty two twelve heavy
washington center roger expect higher
in about one zero miles

1229:33 FEX3212 thirty two twelve thanks

1229:35 R03 continental one thirty one turn twenty
degrees right vector for traffic

1229:40 COA1131 and confirm that was for eleven thirty one
sir

1229:42 R03 continental eleven thirty one turn
twenty right vector for traffic

1229:45 COA1131 eleven thirty one wilco

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1230

1230:09	R03	continental fifteen thirty five contact indy one two zero point two seven
1230:17	UNK	no you shouldn't be hold on one second
1230:20	R03	see if you got continental fifteen thirty five on
1230:23	UNK	marlington on the ninety
1230:24	UNK	ah put him on you
1230:26	R03	jetlink thirty forty three contact indy one two seven point four
1230:30	UNK	marlington on the ninety
1230:31	BTA3043	two seven point four thirty forty three
1230:33	UNK	moorefield thirty nine line this is henderson
1230:38	R03	southwest thirteen seventeen turn twenty degrees left vector for traffic
1230:44	SWA1317	twenty degrees left southwest thirteen seventeen
1230:51	R03	fedex thirty two twelve climb and maintain flight level three five zero
1230:56	FDX3212	o k out of twenty four four for three five zero fedex thirty two twelve heavy

1231:01	R03	november eight niner brave mike contact indy one two zero point two seven
1231:08	AAL77	i blocked you american seventy seven passing two five decimal one for two seven oh
1231:13	N89BM	two nine bravo mike you were blocked
1231:16	R03	o k two calling at once november eight niner bravo mike indy one two zero point two seven sir
1231:21	N89BM	twenty twenty seven eight nine bravo mike so long
1231:23	R03	american seventy seven ah climb climb and maintain flight level two niner zero sir
1231:30	AAL77	two nine zero american seventy seven
1231:37	R03	american fourteen forty one climb and maintain flight level three five zero
1231:41	AAL1441	three five oh american fourteen forty one
1231:47 1232	R03	continental fifteen thirty five center
1232:05	UAL605	washington good morning united six zero five twenty four six for two seven zero
1232:13	R03	and i missed you checking in say again please

1232:16	UAL605	united six zero five with you passing twenty five for two seven zero
1232:19	R03	united six zero five washington center climb and maintain flight level three one zero
1232:24	UAL605	flight level three one zero united six zero five any adverse ride reports this morning
1232:28	R03	ah no sir
1232:30	R03	jetlink thirty six zero two contact washington one three three point zero two
1232:35	BTA3602	three three zero two jetlink thirty six zero two
1232:41	R03	continental continental fifteen thirty five are you out there
1233		
1233:08	COA1535	wash continental fifteen thirty five checking on three five zero
1233:12	R03	continental fifteen thirty five contact indianapolis now on one two zero point two seven
1233:18	COA1535	twenty twenty seven continental fifteen thirty five good day
1233:21	R03	southwest six fifty four cleared dilec cleared direct columbia
1233:26	SWA654	southwest six fifty four direct columbia

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1233:43	R03	southwest thirteen seventeen cleared direct to yocky
1233:46	SWA1317	direct yocky southwest thirteen seventeen (unintelligible)
1233:52	FDX3222	center good morning ah fedex thirty two twenty two heavy two eight zero
1233:58 1234	R03	say again sir
1234:01	FDX3222	fedex three two two two two eight zero
1234:04	R03	fedex thirty two twenty two washington center roger
1234:16	R03	american seventy seven turn twenty degrees right vector for your climb
1234:19	AAL77	ah turn twenty right american seventy seven
1234:27	R03	american sixteen sixty three contact indy one two zero point two seven
1234:31	AAL1663	zero two seven american sixteen sixty three good day
1234:33	R03	american fourteen forty one contact indy one two zero point two seven
1234:38	AAL1441	twenty twenty seven hope you have a good one american fourteen forty one
1234:44	R03	southwest thirteen seventeen indianapolis one two zero point two seven

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1234:49	SWA1317	ah you're breaking up ah confirm that was for southwest thirteen seventeen one two zero point two seven
1234:56	R03	southwest thirteen seventeen twenty twenty seven sir good day
1235:00	SWA1317	alright i copy thank you
1235:01	R03	southwest six fifty four contact washington one three three point zero two
1235:07	SWA654	southwest six fifty four thirty three oh two good day
1235:13	R03	continental eleven thirty one cleared direct charleston
1235:15	COA1131	direct charleston eleven thirty one
1235:20	SWA113	center southwest one thirteen two seven oh
1235:23	R03	southwest one thirteen washington center higher in five miles
1235:28	SWA113	roger we'd like to put direct zanny on our request please
1235:32	R03	i have your request
1235:47	R03	fedex thirty two twelve amend altitude maintain flight level three one zero

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1235:51	FDX3212	o k we'll stop it at three one zero fedex thirty two twelve heavy
1236		
1236:07	R03	united two ninety nine contact indianapolis one two seven point four
1236:10	UAL299	twenty seven four united two ninety nine good morning
1236:13	R03	american four eighty three contact indy one two zero point two seven
1236:17	AAL483	two zero two seven american four eighty three
1236:22	COA1474	hello washington continental fourteen seventy four at three one zero
1236:25	R03	continental fourteen seventy four washington center roger
1236:32	N161X	washington westwind one six one xray with you at three three zero
1236:37	R03	southwest one thirteen climb and maintain flight level three niner zero correction climb and maintain flight level three five zero and give me two thousand feet per minute or greater through three three zero please
1236:47	SWA113	o k up to three five oh and we'll ah do what you said
1236:57	N161X	washington westwind one six one xray checking in at three three oh

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1237:02	R03	november one six one correction november one six one xray washington center roger
1237:31	R03	american seventy seven recleared direct charleston climb and maintain cor correction recleared direct henderson sir climb and maintain flight level three niner zero
1237:39	AAL77	direct henderson out of two nine for three nine oh requesting three five zero for a final american seventy seven
1237:54	AAL77	ah center american ah seventy seven you copy the request for three five zero as a final
1237:59	R03	american seventy seven ah roger maintain flight level three five zero show that as your final
1238:03	AAL77	three five zero for a final american seventy seven thank you sir
1238:13	R03	american fourteen ninety five turn one five fifteen degrees right
1238:17	AAL1495	fifteen right american fourteen ninety five we can see him out there
1238:35	N627XL	good morning washington citation six two seven xray lima three seven zero
1238:46	R03	continental eleven thirty one contact indy one one niner point five two

1238:51	COA1131	one one niner decimal five two continental eleven thirty one good day
1238:54 1239	ZOB	blueridge belair seventy five
1239:10	R03	fedex thirty two twelve climb and maintain flight level three five zero
1239:14	FDX3212	three one for three five zero fedex thirty two twelve heavy
1239:20	UNK	moorefield on the ninety stop american
1239:26	AAL2493	american twenty four ninety checking on three five oh good ride
1239:29	R03	american seventy seven amend your altitude maintain flight level three three zero for traffic
1239:33	UNK	elkins ninety six departure
1239:36	AAL77	american seventy seven stop at three three zero
1239:41	UNK	american four ninety one cleared direct bowling green
1239:43	AAL2493	american twenty four ninety three three five oh good ride
1239:53	R03	and who just checked in with a good ride
1239:56	AAL2493	it was american twenty four ninety three sir three five oh

1239:59	R03	american twenty four ninety three roger
1240:03	R03	american seventy seven contact indy center one two zero point two seven
1240:06	AAL77	twenty twenty seven american seventy seven thanks sir good day
1240:13	R03	november one six one xray contact cleveland one two five point four two
1240:21	N161X	twenty five forty one two six one xray
1240:24	R03	november six two seven xray lima center
1240:27	N627XL	seven xray lima go ahead
1240:35	N627XL	seven xray lima go ahead center
1240:36	R03	november seven xray lima descend and maintain flight level three five zero
1240:40	N627XL	down to three five zero seven xray lima
1240:43	R03	southwest ah one thirteen climb and maintain flight level three niner zero
1240:47	SWA113	three nine zero southwest one thirteen normal rate
1240:52	R03	ah yes sir
1240:53	SWA113	thank you sir

1241

1241:02 R03 november six two seven xray lima
descend and maintain flight level three
three zero

1241:06 N627XL three three zero seven xray lima

1241:09 R03 november seven xray lima good rate down
to thirty three please for traffic

1241:13 N627XL o k we'll give you a good rate seven
xray lima

1241:15 R03 american fourteen ninety five recleared
cleared direct yocky

1241:20 AAL1495 ah recleared direct to yocky was that
for american fourteen ninety five

1241:25 R03 i'm sorry sir ah recleared direct
charleston american fourteen ninety
five

1241:29 AAL1495 ah direct charleston american fourteen
ninety five we can go to yocky

1241:33 R03 ah no sir i need you at charleston now
thank you

1241:36 AAL1495 all right direct charleston

1241:38 R03 fedex thirty two twelve contact indy on
one two zero point two seven

1241:42 FDX3212 twenty twenty seven fedex thirty two
twelve so long

1241:46	SWA465	washington southwest four sixty five two seven oh lookin for higher
1241:50	R03	southwest four sixty five washington center roger climb and maintain flight level three ah one zero and cleared direct charleston
1241:58	SWA465	up to three one zero on the final and direct to charley west southwest four sixty five
1242:12	R03	american fourteen ninety five thanks for your help sir contact indy one two seven point four
1242:20	AAL1495	ah twenty seven four american fourteen ninety five
1242:26	UPS2019	u p s two ah zero nineteen heavy at ah three one oh
1242:31	R03	u p s twenty nineteen heavy washington center roger
1242:35	ROK70	washington center good morning red rock seventy is twenty five for two seven oh
1242:41	R03	red rock seventy washington center higher in five miles
1242:47	R03	united six zero five has traffic ten o'clock five miles north bound at ah three three zero west wind
1242:53	UAL605	we're lookin united six zero five

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1242:55	R03	united six zero five contact indy one two seven point four
1242:58	UAL605	twenty seven four united six zero five
1243:00	R03	go ahead blueridge
1243:01	R15	blueridge point out if you can airshuttle seventeen eighty one requesting flight level two eight zero jet one forty nine
1243:05	R03	ah i don't know who you are talking about
1243:08	R15	i thought i put it on you mark let me try it again sorry
1243:10	USA2298	(unintelligible) washington u s air twenty two ninety eight two eight zero
1243:13	R03	ah twenty eight and i'll talk to him
1243:16	R15	you want to talk to him o k i'll flash him to you here he you goes
1243:20	UPS2019	u p s twenty nineteen heavy like to climb to thirty five if available
1243:29	UNK	valley hazard ninety three
1243:30	R03	u p s twenty nineteen roger climb maintain flight level three five zero and what's your ah mach number gonna be at thirty five today

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1243:37 UPS2019 ah be bout seven nine or eight oh

1243:45 R03 american twenty four ninety three
say your mach number

1243:48 AAL2493 we're doing point seven five now for
american twenty four ninety three

1243:54 R03 and can you increase that at all

1243:59 AAL2493 that we can do seven six that's all we
can do twenty four ninety three

1244:02 R03 u p s twenty nineteen before you start
a good rate of climb there you'll be
restricted to seven six at thirty five

1244:14 UPS2019 is it smooth up there

1244:16 R03 ah yes sir all my altitudes are smooth

1244:18 UPS2019 yeah we'll go ahead

1244:20 R03 say again

1244:21 UPS2019 we will go ahead to three five oh

1244:23 R03 roger do not exceed seven six when you
reach three five zero sir

1244:27 UPS2019 all right seven six eh

1244:30 R03 american twenty four ninety three
maintain mach seven six or greater

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1244:33	AAL2493	ah maintain seven six or greater for twenty four ninety three
1244:37	ASH5781	good morning center airshuttle fifty seven eighty one with you at two four oh
1244:42	R03	airshuttle fifty seven eighty one washington center roger
1244:52	R03	airshuttle fifty seven eighty one climb and maintain flight level two eight zero
1244:56	ASH5781	climb two eight zero shuttle fifty seven eighty one
1245		
1245:01	R03	november six two seven xray lima traffic at your ten o'clock and ah two zero miles southwest bound seven thirty seven at three one zero
1245:09	N627XL	seven xray lima
1245:11	R03	nov southwest four sixty five traffic at your two o'clock and two zero miles southeast bound at three three zero is a citation jet
1245:19	SWA465	southwest ah four sixty five searching
1245:41	ZID	moorefield charleston on the nine line
1245:41	ZID	moorefield charleston on the nine line
1245:44	R03	moorefield

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1245:45 ZID yeah airshuttle fifty seven eighty one
 could you stop him at two seven zero my
 control (unintelligible)

1245:47 R03 two seven (unintelligible)

1245:48 N26T hello washington west wind two six
 tango's out of thirty point four
 descending two eight zero

1245:58 R03 ah november two six tango washington
 center roger

1246

End of Transcript

U.S. Department
of TransportationFederal Aviation
Administration

Memorandum

Subject: INFORMATION: Full Transcript;
Aircraft Accident; AAL77;
Washington, D.C.; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC D03 position for the time period from September 11, 2001, 1226 UTC to September 11, 2001, 1246 UTC.

Agencies Making TransmissionsAbbreviations

Washington ARTCC Moorefield Radar	R03
U S Airways Flight 369	USA369
American Airlines Flight 1495	AAL1495
Southwest Airlines Flight 1317	SWA1317
United Airlines Flight 299	UAL299
American Airlines Flight 1159	AAL1159
Jetlink Flight 3707	BTA3707
American Airlines Flight 1873	AAL1873
Southwest Airlines Flight 654	SWA654
Washington ARTCC Moorefield Radar Assoc.	D03
Indianapolis ARTCC Bobcat Sector	BOBCAT
Federal Express Flight 3212	FDX3212
Continental Airlines Flight 1131	COA1131
Unknown	UNK
Jetlink Flight 3043	BTA3043
Indianapolis Henderson Sector	HNN
American Airlines Flight 77	AAL77
Dassault Falcon 50 N89BM	N89BM
American Airlines Flight 1441	AAL1441
United Airlines Flight 605	UAL605
Indianapolis ARTCC	ZID
Continental Airlines Flight 1535	COA1535
Federal Express Flight 3222	FDX3222
American Airlines Flight 1663	AAL1663
Southwest Airlines Flight 113	SWA113
Washington ARTCC Marlinton Radar	R37
American Airlines Flight 483	AAL483

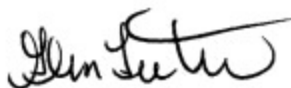
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Israel Aircraft 1124 N161X	N161X
Cleveland ARTCC Belair Sector	BELAIR
Cessna 560 N627XL	N627XL
Cleveland ARTCC	ZOB
American Airlines Flight 2493	AAL2493
Washington ARTCC Blueridge Radar	R15
Southwest Airlines Flight 465	SWA465
United Parcel Service Flight 2019	UPS2019
Red Rock Flight 70	ROK70
U S Airways Flight 2298	USA2298
Airshuttle Flight 5781	ASH5781
Israel Aircraft 1124 N26T	N26T

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving American 77:



Glen Trautner
Support Specialist QA
Washington ARTCC

1226:00	R03	u s air three sixty nine climb and maintain flight level two seven zero
1226:05	USA369	out of twenty six for two seven oh u s air three sixty nine
1226:10	AAL1495	american fourteen ninety five climbing through two nine oh for three one zero
1226:18	R03	american fourteen ninety five washington center roger
1226:26	SWA1317	washington center southwest thirteen seventeen flight level three five zero
1226:32	R03	southwest thirteen seventeen washington center at three five zero roger

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1226:36	R03	other aircraft calling the center unanswered say again
1226:39	UAL299	united two ninety nine like to put three five zero on request
1226:44	R03	united two ninety nine i have your request
1226:57	R03	u s air three sixty nine contact washington one three three point zero two
1227:01	USA369	thirty three zero two u s air three sixty nine so long
1227:05	R03	american eleven fifty nine contact indianapolis one one niner point five two
1227:10	AAL1159	nineteen fifty two
1227:12	R03	affirmative
1227:13	AAL1159	thanks good day
1227:18	R03	jetlink thirty seven zero seven contact washington one three three point zero two
1227:25	BTA3707	one three three zero two jetlink thirty seven oh seven
1227:32	R03	american eighteen seventy three contact indy one two seven point four

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1227:39	AAL1873	one twenty seven four understand that's for american eighteen seventy three
1227:44	R03	american eighteen seventy three indy one two seven point four
1227:50 1228	AAL1873	two seven four
1228:11	SWA654	wash southwest six fifty four leveling three seven zero good morning
1228:16	R03	southwest six fifty four washington center roger
1228:20	R03	american fourteen ninety five cleared direct charleston
1228:24	AAL1495	direct charleston american fourteen ninety five
1228:27	R03	american fourteen ninety five say your mach number today at three five zero
1228:31	AAL1495	ah we're leveling at thirty one sir
1228:36	R03	american fourteen ninety five roger climb and maintain three five zero what's your mach number today at thirty five
1228:42	AAL1495	ah we don't want thirty five sir we want to level at thirty one and we are goin to do eight one
1228:46	R03	american fourteen ninety five roger i'm showing something different on your strip sir ah maintain flight level

three one zero i'll show that as your
final normal speed

1228:54	AAL1495	yes sir at three one oh ah we told that
1228:57	D03	moorefield
1228:59	BOBCAT	ah charleston ah or bobcat american eighteen seventy three five three can you release to three five zero
1229:06	D03	um that is approved t v
1229:11	R03	thirty five confirm level at three five zero
1229:20	FDX3212	good morning washington fedex thirty two twelve heavy out twenty two point five for two seven zero
1229:26	R03	fedex thirty two twelve heavy washington center roger expect higher in about one zero miles
1229:33	FEX3212	thirty two twelve thanks
1229:35	R03	continental one thirty one turn twenty degrees right vector for traffic
1229:40	COA1131	and confirm that was for eleven thirty one sir
1229:42	R03	continental eleven thirty one turn twenty right vector for traffic
1229:45	COA1131	eleven thirty one wilco

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1230

1230:09	R03	continental fifteen thirty five contact indy one two zero point two seven
1230:23	UNK	marlinton on the ninety
1230:26	R03	jetlink thirty forty three contact indy one two seven point four
1230:30	UNK	marlington on the ninety
1230:31	BTA3043	two seven point four thirty forty three
1230:33	HNN	moorefield thirty nine line this is henderson
1230:38	D03	moorefield
1230:39	HNN	request control for turns continental fifteen thirty five
1230:42	D03	you know what i tell ya it it is approved but you might not get him for a while because he won't answer us---so he's radio failure now
1230:49	HNN	that's that's important information to know
1230:51	D03	yeah i know we just realized that
1230:54	HNN	thanks (unintelligible)
1230:55	R03	five zero

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1230:56	FDX3212	o k out of twenty four four for three five zero fedex thirty two twelve heavy
1231:01	R03	november eight niner brave mike contact indy one two zero point two seven
1231:08	AAL77	i blocked you american seventy seven passing two five decimal one for two seven oh
1231:13	N89BM	two nine bravo mike you were blocked
1231:16	R03	o k two calling at once november eight niner bravo mike indy one two zero point two seven sir
1231:21	N89BM	twenty twenty seven eight nine bravo mike so long
1231:23	R03	american seventy seven ah climb climb and maintain flight level two niner zero sir
1231:30	AAL77	two nine zero american seventy seven
1231:37	R03	american fourteen forty one climb and maintain flight level three five zero
1231:41	AAL1441	three five oh american fourteen forty one
1231:47 1232	R03	continental fifteen thirty five center
1232:05	UAL605	washington good morning united six zero five

1232:10	D03	bobcat ninety moorefield point out
1232:15	BOBCAT	bobcat
1232:16	D03	yeah north of elkins on a code of
1232:18	BOBCAT	fifty five oh three's point out approved g w
1232:20	D03	t v
1232:20	R03	six zero five washington center climb and maintain flight level three one zero
1232:24	UAL605	flight level three one zero united six zero five any adverse ride reports this morning
1232:26	ZID	moorefield is there any way you can get that continental i need to talk to him
1232:30	D03	we don't have him
1232:33	ZID	where'd he go
1232:35	D03	i have no idea we asked the guy before us and he swears he switched him but i think he's in la la land now
1232:41	ZID	alright
1232:41	R03	continental contin
1232:42	UNK	so for me personally i don't go ahead moorefield

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1232:45	D03	did you try continental fifteen thirty five (unintelligible)
1232:47	UNK	yeah
1232:48	D03	did he answer you
1232:49	UNK	yeah i put him on you
1232:50 1233	D03	(unintelligible) la la land bye
1233:08	COA1535	wash continental fifteen thirty five checking on three five zero
1233:12	R03	continental fifteen thirty five contact indianapolis now on one two zero
1233:18	D03	henderson ninety here comes continental
1233:21	HNN	thank you
1233:21	R03	southwest six fifty four cleared dilec cleared direct columbia
1233:26	SWA654	southwest six fifty four direct columbia
1233:43	R03	southwest thirteen seventeen cleared direct to yocky
1233:46	SWA1317	direct yocky southwest thirteen seventeen (unintelligible)
1233:52	FDX3222	center good morning ah fedex thirty two twenty two heavy two eight zero

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1233:57	D03	you want moorefield
1234:00	UNK	i do if i could
1234:02	D03	go ahead
1234:03	UNK	um november two seven xray lima can i just give you control back down to thirty five he just leveled at thirty seven in the climb---or do you want him back to thirty three
1234:11	D03	alright no that's fine t v
1234:13	UNK	okay (unintelligible)
1234:16	R03	american seventy seven turn twenty degrees right vector for your climb
1234:19	AAL77	ah turn twenty right american seventy seven
1234:27	R03	american sixteen sixty three contact indy one two zero point two seven
1234:31	AAL1663	zero two seven american sixteen sixty three good day
1234:33	R03	american fourteen forty one contact indy one two zero point two seven
1234:38	AAL1441	twenty twenty seven hope you have a good one american fourteen forty one
1234:44	R03	southwest thirteen seventeen indianapolis one two zero point two seven

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1234:49	SWA1317	ah you're breaking up ah confirm that was for southwest thirteen seventeen one two zero point two seven
1234:56	R03	southwest thirteen seventeen twenty twenty seven sir good day
1235:00	SWA1317	alright i copy thank you
1235:01	R03	southwest six fifty four contact washington one three three point zero two
1235:07	SWA654	southwest six fifty four thirty three oh two good day
1235:13	R03	continental eleven thirty one cleared direct charleston
1235:15	COA1131	direct charleston eleven thirty one
1235:20	SWA113	center southwest one thirteen two seven oh
1235:23	R03	southwest one thirteen washington center higher in five miles
1235:28	SWA113	roger we'd like to put direct zanny on our request please
1235:32	R03	i have your request
1235:47	R03	fedex thirty two twelve amend altitude maintain flight level three one zero
1235:51	FDX3212	o k we'll stop it at three one zero fedex

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1235:53	R37	i am ah marlinton
1235:55	D03	i am sector one three never mind you took it bye
1236		
1236:07	R03	united two ninety nine contact indianapolis one two seven point four
1236:10	UAL299	twenty seven four united two ninety nine good morning
1236:13	R03	american four eighty three contact indy one two zero point two seven
1236:17	AAL483	two zero two seven american four eighty three
1236:22	COA1474	hello washington continental fourteen seventy four at three one zero
1236:25	R03	continental fourteen seventy four washington center roger
1236:32	N161X	washington westwind one six one xray with you at three three zero
1236:37	R03	southwest one thirteen climb and maintain flight level three niner zero correction climb and maintain flight level three five zero and give me two thousand feet per minute or greater through three three zero please
1236:47	SWA113	o k up to three five oh and we'll ah do what you said

1236:57	N161X	washington westwind one six one xray checking in at three three oh
1237:02	R03	november one six one correction november one six one xray washington center roger
1237:30	D03	belair eighty eight moorefield
1237:37	BELAIR	belair
1237:38	D03	yeah north of morgantown there on a code of zero five two two i'd like to do down to thirty three south bound
1237:47	BELAIR	ah where's he at in my allegheny sector
1237:48	D03	yeah he's november type in november six two seven xray lima
1237:53	BELAIR	i see six two seven xray lima for right now he's your control to thirty three
1237:57	D03	thirty three t v
1237:59	R03	american seventy seven ah roger maintain flight level three five zero show that as your final
1238:03	AAL77	three five zero for a final american seventy seven thank you sir
1238:13	R03	american fourteen ninety five turn one five fifteen degrees right

1238:17 AAL1495 fifteen right american fourteen ninety
five we can see him out there

1238:35 N627XL good morning washington

1238:39 D03 bobcat ninety moorefield point out

1238:51 BOBCAT bobcat ah sixty five fifty three code's a
point out approved

1238:54 ZOB blueridge belair seventy five

1238:54 D03 where are we at sixty five fifty three goin
direct henderson climbing okay and then
south of elkins there on a code of seven
zero two zero

1239:03 BOBCAT fedex thirty two twelve

1239:04 D03 yeah

1239:05 BOBCAT ah reference american fourteen ninety
five's point out approved

1239:09 D03 reference american fourteen yeah i know
that's why i couldn't get him up

1239:12 BOBCAT right i understand thank you

1239:13 D03 bye

1239:13 R03 five zero

1239:14 FDX3212 three one for three five zero fedex
thirty two twelve heavy

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1239:20	ZID	moorefield on the ninety stop american seventy seven at thirty three please i'll point him out
1239:27	D03	thirty three t v
1239:27	AAL2493	checking on three five oh good ride
1239:29	R03	american seventy seven amend your altitude maintain flight level three three zero for traffic
1239:36	AAL77	american seventy seven stop at three three zero
1239:41	UNK	american four ninety one cleared direct bowling green
1239:49	D03	so who wants to talk to american seventy seven bobcat or henderson
1239:52	HNN	henderson
1239:54	D03	henderson t v
1239:55	R03	ride
1239:56	AAL2493	it was american twenty four ninety three sir three five oh
1239:59	R03	american twenty four ninety three roger
1240:03	R03	american seventy seven contact indy center one two zero point two seven

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1240:06	AAL77	twenty twenty seven american seventy seven thanks sir good day
1240:13	R03	november one six one xray contact cleveland one two five point four two
1240:21	N161X	twenty five forty two one six one xray
1240:24	R03	november six two seven xray lima center
1240:28	R15	sector fifteen and one
1240:30	D03	yeah point out north of
1240:31	R15	one six xray point out approved
1240:32	D03	thirty one
1240:34	R15	b h
1240:35	D03	t v
1240:35	N627XL	seven xray lima go ahead center
1240:36	R03	november seven xray lima descend and maintain flight level three five zero
1240:40	N627XL	down to three five zero seven xray lima
1240:43	R03	southwest ah one thirteen climb and maintain flight level three niner zero
1240:47	SWA113	three nine zero southwest one thirteen normal rate

1240:52 R03 ah yes sir

1240:53 SWA113 thank you sir
1241

1241:02 R03 november six two seven xray lima descend
and maintain flight level three three zero

1241:06 N627XL three three zero seven xray lima

1241:09 R03 november seven xray lima good rate down
to thirty three please for traffic

1241:13 N627XL o k we'll give you a good rate seven
xray lima

1241:15 R03 american fourteen ninety five recleared
cleared direct yocky

1241:18 D03 go ahead marlinton

1241:19 R37 yeah i got an option four forty five down
by montebello going to o'hara via jeffs
should we route him over charleston or do
you want to work him

1241:24 D03 you can go over charleston thank you very
much

1241:27 R37 alright (unintelligible)

1241:28 D03 t v

1241:35 R03 i need you at charleston now thank you

1241:36 AAL1495 all right direct charleston

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1241:38	R03	fedex thirty two twelve contact indy on one two zero point two seven
1241:42	FDX3212	twenty twenty seven fedex thirty two twelve so long
1241:46	SWA465	washington southwest four sixty five two seven oh lookin for higher
1241:50	R03	southwest four sixty five washington center roger climb and maintain flight level three ah one zero and cleared direct charleston
1241:58	SWA465	up to three one zero on the final and direct to charley west southwest four sixty five
1242:12	R03	american fourteen ninety five thanks for your help sir contact indy one two seven point four
1242:20	AAL1495	ah twenty seven four american fourteen ninety five
1242:26	UPS2019	u p s two ah zero nineteen heavy at ah three one oh
1242:31	R03	u p s twenty nineteen heavy washington center roger
1242:35	ROK70	washington center good morning red rock seventy is twenty five for two seven oh
1242:41	R03	red rock seventy washington center higher in five miles

1242:47 R03 united six zero five has traffic ten
o'clock five miles north bound at ah
three three zero west wind

1242:53 UAL605 we're lookin united six zero five

1242:55 R03 united six zero five contact indy one
two seven point four

1242:58 UAL605 twenty seven four united six zero five
1243

1243:10 USA2298 washington u s air twenty two ninety eight
to eight zero

1243:16 D03 u s air twenty two ninety eight washington
center roger

1243:20 UPS2019 u p s twenty nineteen heavy like to climb
to thirty five if available

1243:30 R03 u p s twenty nineteen roger climb
maintain flight level three five zero
and what's your ah mach number gonna be at
thirty five today

1243:37 UPS2019 ah be bout seven nine or eight oh

1243:45 R03 american twenty four ninety three
say your mach number

1243:48 AAL2493 we're doing point seven five now for
american twenty four ninety three

1243:54 R03 and can you increase that at all

1243:59 AAL2493 that we can do seven six that's all we
can do twenty four ninety three

1244:02 R03 u p s twenty nineteen before you start
a good rate of climb there you'll be
restricted to seven six at thirty five

1244:14 UPS2019 is it smooth up there

1244:16 R03 ah yes sir all my altitudes are smooth

1244:18 UPS2019 yeah we'll go ahead

1244:20 R03 say again

1244:21 UPS2019 we will go ahead to three five oh

1244:23 R03 roger do not exceed seven six when you
reach three five zero sir

1244:27 UPS2019 all right seven six eh

1244:30 R03 american twenty four ninety three
maintain mach seven six or greater

1244:33 AAL2493 ah maintain seven six or greater for
twenty four ninety three

1244:37 ASH5781 good morning center airshuttle fifty
seven eighty one with you at two four
oh

1244:42 R03 airshuttle fifty seven eighty one
washington center roger

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1244:52 R03 airshuttle fifty seven eighty one climb
and maintain flight level two eight
zero

1244:56 ASH5781 climb two eight zero shuttle fifty
seven eighty one
1245

1245:01 R03 november six two seven xray lima traffic at
your ten o'clock and ah two zero miles
southwest bound seven thirty seven at three
one zero

1245:09 N627XL seven xray lima

1245:11 R03 nov southwest four sixty five traffic at
your two o'clock and two zero miles
southeast bound at three three zero is
a citation jet

1245:19 SWA465 southwest ah four sixty five searching

1245:41 ZID moorefield charleston on the nine line

1245:44 R03 moorefield

1245:45 ZID yeah airshuttle fifty seven eighty one
could you stop him at two

1245:48 N26T hello washington west wind two six
tango's out of thirty point four
descending two eight zero

1245:58 R03 ah november two six tango washington
center roger
1246

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: December 3, 2001

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Henderson Sector Radar position for the time period from September 11, 2001, 1234 UTC to September 11, 2001, 1309 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Henderson Sector Radar Position
Washington ARTCC Moorefield Sector
American Airlines Inc. Flight 77
Indianapolis ARTCC Dacos Sector Radar Position
American Airlines Inc. Flight 2493

Abbreviations

HNN R
MOR
AAL77
DAC R
AAL2493

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Arnold E. Miller
Quality Assurance Support Specialist
Indianapolis ARTCC

1234
1235
1236
1237
1238
1239

1239:22

HNN R

moorefield on the ninety stop american seventy seven at thirty
three please i'll point him out

1239:25	MOR	thirty three t v
1239:50	MOR	so who wants to talk to american seventy seven bobcat or henderson
1239:54	HNN R	henderson
1239:55 1240	MOR	henderson t v
1240:13	AAL77	center american seventy seven with you level three three zero
1240:15	HNN R	american seventy seven indy center roger squawk---three seven four three
1240:19 1241 1242 1243	AAL77	three seven four three american seventy seven
1243:51	HNN R	american seventy seven climb and maintain flight level three five zero
1243:55 1244 1245 1246 1247	AAL77	thirty three for three five oh american seventy seven
1247:16	HNN R	american seventy seven turn ten degrees to the right vectors for traffic
1247:20 1248 1249 1250	AAL77	ten right american seventy seven
1250:47	HNN R	american seventy seven cleared direct um falmouth

1250:51	AAL77	uh direct falmouth american seventy seven thank you
1251		
1252		
1253		
1254		
1255		
1256		
1256:32	HNN R	american seventy seven indy
1256:46	HNN R	american seventy seven indy
1256:53	HNN R	american seventy seven american indy
1257		
1257:12	HNN R	american seventy seven american indy radio check how do you read
1257:27	HNN R	american seventy seven american radio check how do you read
1257:32	HNN R	override beeping
1257:34	DAC R	this is uh---dacos
1257:39	HNN R	this is uh henderson american seventy seven i don't know what happened to him i'm trying to reach somebody look look like he turn took a turn to the south and now i'm uh i don't know what altitude he's at or what he's doing last (unintelligible) ah headin towards falmouth at thirty five
1257:52	DAC R	well just let me know
1257:53	HNN R	okay i'll try to get a hold of him thanks
1258		

1258:16	HNN R	american seventy seven indy radio check how do you read
1258:41	HNN R	american ah seventy seven ah indy center how do you read
1258:51 1259	HNN R	american seventy seven indy radio check how do you read
1259:38	HNN R	override beeping
1259:43	DAC R	dacos
1259:44	HNN R	this is henderson still haven't got american seventy seven uh last he was at thirty five going to falmouth so i don't know where he is out there anywhere yet so i'm still trying to get a hold of him we contact the company
1259:53	DAC R	okay
1259:54	HNN R	okay
1259:55 1300	DAC R	thanks
1300:25	HNN R	american seventy seven indy
1300:28	AAL2493	center american ah twenty four ninety three
1300:31	HNN R	american twenty four ninety three go ahead
1300:33	AAL2493	yeah we uh sent a message to dispatch to have him come up on twenty twenty seven is that what you want em to do

1300:37 HNN R yeah we had em on west side of our airspace and they went into coast and uh don't have a track on em and now he's not talking to me so we don't know exactly what happened to him we're trying to get a hold of him we also contacted your company so thanks for the help

1300:48 AAL2493 alright

1301

1302

1303

1303:06 HNN R american seventy seven indy

1304

1305

1306

1307

1308

1309

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: May 7, 2002

From: Indianapolis ARTCC

Reply to

Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Henderson Sector Radar Associate position for the time period from September 11, 2001, 1234 UTC to September 11, 2001, 1320 UTC.

Agencies Making Transmissions

Washington ARTCC Moorefield Sector
American Airlines Inc. Flight 77
Indianapolis ARTCC Henderson Sector Radar Position
Unknown
Indianapolis ARTCC Dacos Sector Radar Associate Position
Indianapolis ARTCC Henderson Sector Radar Associate Position
Indianapolis ARTCC Dacos Sector Radar Associate Instructor Position
American Airlines Inc. Dispatch
American Airlines Inc. Flight 2493

Abbreviations

MOR
AAL77
HNN R
UNKN
DAC RA
HNN RA
DAC RA/I
AAL
AAL2493

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

1234
1235
1236
1237
1238

1239

1239:50 MOR so who wants to talk to american seventy seven bobcat or henderson

1240

1240:13 AAL77 center american seventy seven with you level three three zero

1240:15

HNN R

american seventy seven indy center roger squawk---three seven four three

1240:19

AAL77

three seven four three american seventy seven

1241

1242:00

UNKN

(unintelligible)

1242:01

DAC RA

(unintelligible) didn't hear it dacos (unintelligible)

1242:04

HNN RA

tried to call you with those speeds i don't know the first time i i didn't i went right to the radar guy

1242:09

DAC RA

oh what ah just tell me em real again ah real quick

1242:11

HNN RA

they're seven six and seven six or less american eight

1242:13

DAC RA

do you guys have those two separate screens one radar and one d (unintelligible)

1242:17

HNN RA

what's that

1242:19

DAC RA

you guys have those two separate screens on your v s c s where one screen is radar and ones d

1242:23

HNN RA

no i i have i just use the ah---the pads

1242:27	DAC RA	er ah i i'm curious cause i know some areas have that we don't so is that american seventy seven southwest thirteen seventeen
1242:29	HNN RA	oh no
1242:33	DAC RA/I	n o
1242:33	HNN RA	negative
1242:34	DAC RA	all right
1242:35	HNN RA	american american eighteen seventy three
1242:37	DAC RA	american eighteen seventy three
1242:38	HNN RA	is doing seven six on his own
1242:38	DAC RA	uh huh
1242:41	DAC RA/I	on his own---so don't put it on there cause it's not assigned
1242:43	HNN RA	and um american four ninety one is not to exceed seven six
1242:46	DAC RA	oooh four ninety one---okay
1242:47	HNN RA	is that alright
1242:48	DAC RA	yeah yep i got ya

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AAL77

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1242:49	HNN RA	all right
1242:50 1243	DAC RA	(unintelligible)
1243:51	HNN R	american seventy seven climb and maintain flight level three five zero
1243:55 1244 1245 1246 1247	AAL77	three three three five oh american seventy seven
1247:16	HNN R	american seventy seven turn ten degrees to the right vectors for traffic
1247:20 1248 1249 1250 1251 1252 1253 1254 1255 1256	AAL77	ten right american seventy seven
1256:32	HNN R	american seventy seven indy
1256:45	HNN R	american seventy seven indy
1256:53 1257	HNN R	american seventy seven american indy
1257:12	HNN R	american seventy seven american indy radio check how do you read

1257:27	HNN R	american ah seventy seven american radio check how do you read
1257:55 1258	HNN RA	(unintelligible)
1258:06	HNN RA	(unintelligible)
1258:12	HNN RA	(unintelligible)
1258:14	AAL	american dispatch jim mcdonnel
1258:16	HNN RA	this is indianapolis center trying to get a hold of american seventy seven
1258:19	AAL	uh indys hang on one second please
1258:22	HNN RA	what
1258:23	AAL	hang on one second sir
1258:24	HNN RA	all right
1258:24	AAL	who ya trying to get a hold of
1258:25	HNN RA	american seventy seven
1258:27	AAL	okay
1258:29	HNN RA	on frequency one two zero point two seven

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AAL77

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1258:33	AAL	one two zero
1258:34	HNN RA	point two seven we were talking to him and all of a sudden it just uh
1258:38	AAL	okay---all right we'll get a hold of him for ya
1258:39	HNN RA	all right
1258:41	HNN R	american ah seventy seven ah indy center how do you read
1258:51	HNN R	american seventy seven indy radio check how do you read
1259		
1300		
1300:25	HNN R	american seventy seven indy
1300:28	AAL2493	center american ah twenty four ninety three
1300:31	HNN R	american twenty four ninety three go ahead
1300:33	AAL2493	yeah we uh sent a message to dispatch to have him come up on twenty twenty seven is that what you want em to do
1300:38	HNN R	yeah we had em on west side of our airspace and they went into coast and ah don't have a track on em and now he's not talking to me so we don't know exactly what happened to him we're trying to get a hold of him we also contact your company so thanks for the help
1300:48	AAL2493	all right
1301		
1301:50	HNN RA	(unintelligible)

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AAL77

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1302:00	HNN RA	(unintelligible)
1302:06	AAL	american dispatch jim mcdonnel
1302:07	HNN RA	yeah this is indianapolis center we uh i don't know if i'm talking to the same guy about american seventy seven
1302:12	AAL	yeah i i i cell called him but i did not get a reply back from him
1302:15	HNN RA	we uh we lost track control of the guy he's in coast track but we haven't we don't know really know where his target is and we can't get a hold of him um---you guys tried him and no response
1302:28	AAL	no response (unintelligible)
1302:30	HNN RA	yeah we have no radar contact and uh no communications with him so if you guys could try again
1302:35	AAL	we're doing it
1302:37	HNN RA	all right thanks a lot
1302:38	AAL	we're doing it thank you
1303		
1303:06	HNN R	american seventy seven indy
1304		
1305		
1306		
1306:18	HNN RA	(unintelligible)
1306:21	DAC RA	fal dacos

1306:22	HNN RA	this is henderson american seventy seven eh do you guys have radar on him is he over falmouth or
1306:26	DAC RA	no we just moved the track there we never you know
1306:28	HNN RA	okay all right you just have the track out there
1306:30	DAC RA	you guys never been able to raise him at all
1306:31	HNN RA	no we called company they can't even get a hold of him so there's no no radiar uh no radio communications and no radar (unintelligible) um
1306:39	DAC RA	and his last clearance as far as you know is on course to falmouth and then jay one thirty four right well we're just gonna treat him like non radar and we've already told the next sector they're gonna have to sterilize for him until we find out
1306:48	HNN RA	okay thanks
1306:50	DAC RA	i d
1307		
1308		
1308:44	HNN RA	(unintelligible)
1308:54	HNN RA	(unintelligible)
1308:59	HNN RA	(unintelligible)
1309		
1309:01	AAL	american dispatch jim mcdonnel

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1309:03	HNN RA	indianapolis center did you get a hold of american seventy seven by chance
1309:05	AAL	no sir but we have an unconfirmed report the second airplane hit the world trade center---and exploded
1309:10	HNN RA	say again
1309:12	AAL	you know we lost american eleven to a hijackin so---american was off um---boston to los angeles flight
1309:21	HNN RA	it was---all right---i can't really---i can't hear what you're sayin there you said american eleven
1309:27	AAL	yes we were hijacked
1309:29	HNN RA	and it
1309:29	AAL	which was a boston l a flight---and seventy seven is a dulles l a flight and uh---we've had an unconfirmed report a second airplane just flew into the world trade center
1309:41	HNN RA	thank you very much---good bye (unintelligible)
1310:00	HNN RA	(unintelligible) what trade center
1310:01	UNKN	world trade center (unintelligible)
1310:31	HNN RA	(unintelligible)
1310:36	DAC RA	dacos

1310:37 HNN RA all right this is henderson

1310:38 DAC RA okay

1310:39 HNN RA there was an american eleven---departed off of uh new york
go in to l a got hijacked american seventy seven departed off of
dulles is going to l a dispatch doesn't know where he's at and
confirmed that two airplanes have been uh they crashed into uh
the world trade center in new york---so as far as american
seventy seven we don't know where he is but they say that uh
american eleven was hijacked off of---a new york airport going
to l a x and uh

1311:07 DAC RA but we don't have a track on him

1311:09 HNN RA affirmative

1311:10 DAC RA you mean like they just took off without a clearance

1311:12 HNN RA no you mean american eleven

1311:13 DAC RA yeah

1311:14 HNN RA he's he's depart well i guess he did cause he was going to l a

1311:18 DAC RA but nobody ever tracked american eleven is what i'm asking

1311:21 HNN RA i don't know that i don't

1311:21 DAC RA oh okay

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AAL77

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1311:22	HNN RA	know just where he left from or uh
1311:24	DAC RA	there's no flight plan in the machine right now and
1311:25	HNN RA	yeah i just looked at that too
1311:25	DAC RA	i'm
1311:27	HNN RA	but as far as what we know that's all that's all we know i talked to dispatch and that's what they relayed---and they confirmed it here that i guess two airplanes about crashed into the the trade center
1311:37	DAC RA	huh
1311:39	HNN RA	all right
1311:41	DAC RA	oh
1312		
1313		
1313:54	HNN RA	(unintelligible)
1314		
1314:04	HNN RA	(unintelligible)
1314:10	HNN RA	(unintelligible)
1314:16	HNN RA	(unintelligible)
1314:22	HNN RA	(unintelligible)
1314:28	HNN RA	(unintelligible)

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AAL77

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1314:34	HNN RA	(unintelligible)
1314:36	AAL	american dispatch jim mcdonnel
1314:38	HNN RA	indy center here
1314:39	AAL	yes sir
1314:39	HNN RA	american eleven you guys said that he departed off of uh new york
1314:43	AAL	boston
1314:44	HNN RA	boston he was going to l a and it was a hijacked airplane
1314:45	AAL	yes
1314:47	HNN RA	and you have you heard anything from american seventy seven
1314:49	AAL	no
1314:50	HNN RA	okay and if
1314:52	AAL	i talked to a (unintelligible) in the center up there i gave him the information i got
1314:55	HNN RA	okay thanks a lot
1314:56	AAL	okay

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AAL77

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1314:57 HNN RA all right

1315

1316

1317

1318

1319

1320

End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: January 29, 2002

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Dacos Sector Radar position for the time period from September 11, 2001, 1249 UTC to September 11, 2001, 1313 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Dacos Sector Radar Position
United Air Lines Inc., Flight 299
U S Air Flight 357
Indianapolis ARTCC Henderson Sector Radar Position
Unknown
Indianapolis ARTCC Bobcat Sector Radar Position
Southwest Airlines Co. Flight 113
Indianapolis ARTCC Batesville Sector Radar Position

Abbreviations

DAC R
UAL299
USA357
HNN R
UNKN
BOB R
SWA113
BTV R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

1249
1250
1251
1252
1253

1254

1254:34 DAC R s i a's up there airports and runways (unintelligible)

1254:35 UAL299 indy center united two ninety nine three five zero smooth

1254:39 DAC R united two ninety nine indy center roger

1254:44 DAC R the nav aids fine flow control listed for ya up there atlanta and
charlotte there's ah swap (unintelligible) ra radio computers fine
weather information---fine radio interphones---nothing special
use area---cold---oofa darc---goin back---*(and)---traffic startin
at the top---seventy six is ah seventy six watchin they're
combined over here needs to be switched

1255:19 DAC R u s air three fifty seven cleared direct brickyard

1255:22 USA357 direct the brickyard u s airs seven three fifty seven thanks

1255:27 DAC R aah on you here---point out here---flashing at ya here---flashing at ya
here---hasn't checked on yet---on on---on needs to be switched needs to
be switched thirty threes been ap req---switched---he's fifteen left---for
zero zero charlie charlie it looks like that's gonna work subject *(watch
and make sure e l)

1256

1257

1257:34 DAC R this is ah---dacos

1257:39 HNN R this is ah henderson american seventy seven i don't know what
happened to him i'm trying to reach him

1257:42 UNKN (unintelligible) nine thirty *(six)

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1257:44	HNN R	it it looks like he took a turn to the south and now i'm ah i don't know what altitude he's at or what he's doin *(last thing he said he was headin) towards falmouth at thirty five
1257:51	DAC R	well just let me know
1257:52 1258	HNN R	okay i'll try to get ah hold of him thanks
1258:18 1259	DAC R	american seventy seven center
1259:31	DAC R	american seventy seven center
1259:43	DAC R	dacos
1259:44	HNN R	this is henderson still haven't got american seventy seven ah last he was at thirty five goin to falmouth so don't know where he is out there any where yet so i'm still trying to get hold of him we contacted the company
1259:53	DAC R	okay
1259:54	HNN R	okay
1259:54 1300	DAC R	thanks
1300:56 1301 1302 1303 1304 1305	DAC R	indy center calling american seventy seven american seventy seven
1305:27	DAC R	ah go ahead this is ah

1305:29 BOB R this is bobcat november eight zero charlie charlie will you turn him

1305:31 SWA113 (unintelligible) good morning southwest one thirteen three nine oh

1305:34 DAC R ah ten left yeah i'll turn him back i had i had him ah turned right to get him away from where american seventy seven was supposed to be

1305:40 BOB R oh okay well just---okay you have him on a heading right now

1305:43 DAC R yeah he's on a heading

1305:44 BOB R leave him on it

1305:45 DAC R okay

1305:46 BOB R my control for further turns

1305:46 DAC R yeah your control

1305:47 BOB R (unintelligible)

1306

1307

1307:48 BTV R override at uh dacos i'm sorry batesville

1307:51 DAC R yeah uh *(dave)---have you seventy seven been given the information---

1307:53 BTV R yes i have joe

1307:55 DAC R okay

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AAL77

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1308
1309
1310
1311
1312
1313

End of Transcript

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: January 29, 2002

From: Indianapolis ARTCC

Reply to

Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Dacos Sector Radar Associate position for the time period from September 11, 2001, 1249 UTC to September 11, 2001, 1317 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Dacos Sector Radar Position

United Air Lines Inc., Flight 299

U S Air Flight 357

Indianapolis ARTCC Henderson Sector Radar Position

Unknown

Indianapolis ARTCC Bobcat Sector Radar Position

Southwest Airlines Co. Flight 113

Indianapolis ARTCC Dacos Sector Radar Associate Position

Indianapolis ARTCC Henderson Sector Radar Associate Position

Abbreviations

DAC R

UAL299

USA357

HNN R

UNKN

BOB R

SWA113

DAC RA

HNN RA

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Quality Assurance Data Specialist
Indianapolis ARTCC

1249
1250
1251
1252
1253

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1254

1254:34 DAC R s i a's up there airports and runways (unintelligible)

1254:35 UAL299 indy center united two ninety nine three five zero smooth

1254:39 DAC R united two ninety nine indy center roger

1254:44 DAC R the nav aids fine flow control listed for ya up there atlanta and
charlotte there's ah swap (unintelligible) ra radio computers fine
weather information---fine radio interphones---nothing special
use area---cold---oofa darc---goin back---*(and)---traffic startin
at the top---seventy six is ah seventy six watchin they're
combined over here needs to be switched

1255:19 DAC R u s air three fifty seven cleared direct brickyard

1255:22 USA357 direct the brickyard u s airs seven three fifty seven thanks

1255:27 DAC R aah on you here---point out here---flashing at ya here---flashing at ya
here---hasn't checked on yet---on on---on needs to be switched needs to
be switched thirty threes been ap req---switched---he's fifteen left---for
zero zero charlie charlie it looks like that's gonna work subject *(watch
and make sure e l)

1256

1257

1257:34 DAC R this is ah---dacos

1257:39 HNN R this is ah henderson american seventy seven i don't know what
happened to him i'm trying to reach him

1257:42 UNKN (unintelligible) nine thirty *(six)

Page 3 of 7

1257:44	HNN R	it it looks like he took a turn to the south and now i'm ah i don't know what altitude he's at or what he's doin *(last thing he said he was headin) towards falmouth at thirty five
1257:51	DAC R	well just let me know
1257:52 1258	HNN R	okay i'll try to get ah hold of him thanks
1258:18 1259	DAC R	american seventy seven center
1259:31	DAC R	american seventy seven center
1259:43	DAC R	dacos
1259:44	HNN R	this is henderson still haven't got american seventy seven ah last he was at thirty five goin to falmouth so don't know where he is out there any where yet so i'm still trying to get hold of him we contacted the company
1259:53	DAC R	okay
1259:54	HNN R	okay
1259:54 1300	DAC R	thanks
1300:56 1301 1302 1303 1304 1305	DAC R	indy center callin american seventy seven american seventy seven
1305:27	DAC R	ah go ahead this is ah (unintelligible)

1305:29	BOB R	this is bobcat november eight zero charlie charlie would you turn him
1305:31	SWA113	(unintelligible) good morning southwest one thirteen three nine oh
1305:34	DAC R	ah ten left yeah i turn him ba i i had him ah turned right to to get him ah wa away from where american seventy seven was supposed to be
1305:40	BOB R	oh okay well just ah you got him on a heading right now
1305:43	DAC R	yeah he's on a heading now
1305:44	BOB R	leave him on it
1305:45	DAC R	okay
1305:45	BOB R	my control further turns
1305:45	DAC R	yeah your control
1305:46 1306	BOB R	(unintelligible)
1306:18	UNKN	(unintelligible)
1306:20	DAC RA	fal---dacos
1306:22	HNN RA	this is henderson american seventy seven da da do you guys have radar on him is he over falmouth or

Page 5 of 7

1306:26	DAC RA	no we just moved the track there we never---you know
1306:28	HNN RA	okay---all righty you just have the track out there
1306:30	DAC RA	you guys never been able to raise him at all
1306:31	HNN RA	no we called company they can't even get a hold of him so there's no no radiar ah no radio communications and no radar (unintelligible)
1306:39	DAC RA	and his last clearance as far as you know was on course to falmouth and then jay one thirty four right well we're just gonna treat him like non radar and we've all ready told the next sector they're gonna to have to sterilize for him until we find out
1306:48	HNN RA	okay---thanks
1306:49	DAC RA	*(i d)
1307		
1308		
1309		
1310		
1310:32	UNKN	(unintelligible)
1310:36	DAC RA	dacos
1310:37	HNN RA	all right this is henderson
1310:38	DAC RA	okay

1310:39 HNN RA there was an american eleven---departed off of uh new york going to l a he got hijacked---american seventy seven departed off dulles is going to l a---dispatch doesn't know where he's at---and confirmed that two airplanes have been uh they crashed into uh the world trade center in new york---as far as american seventy seven we don't know where he is---but they say that uh american eleven was hijacked off of---a new york airport going to l a x and

1310:59 DAC RA wow

1311:07 DAC RA so we don't have a track on him

1311:09 HNN RA affirmative

1311:10 DAC RA you mean like they just took off without a clearance

1311:11 HNN RA no you mean american eleven

1311:12 DAC RA yeah

1311:13 HNN RA he---he---depart---well i'm guessing he did cause he went he was going to l a

1311:18 DAC RA but nobody ever tracked american eleven is what i'm asking

1311:21 HNN RA i don't know that i don't know if where he left from or ah

1311:22 DAC RA oh okay

1311:24 DAC RA there's no flight plan in the machine right now and

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1311:25 HNN RA yeah i just looked at that too---but as---as far as what we know
that's all that's all we know i talked to dispatch and that's what
they relayed---and they confirmed it here that uh i guess two
airplanes about crashed into the---the trade center

1311:37 DAC RA huh

1311:38 HNN RA all right

1311:39 DAC RA oh

1312
1313
1314
1315
1316
1317

End of Transcript

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

ARTCC – Indianapolis, IN

Subject: INFORMATION: Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: May 7, 2002

From: Indianapolis ARTCC

Reply to

Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar position for the time period from September 11, 2001, 1301 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Impel Sector Radar Position

Indianapolis ARTCC Dacos Sector

Kansas City ARTCC Rocck Sector

Indianapolis ARTCC Batesville Sector

American Airlines Inc. Flight 683

Britt Airways, Inc., D/B/A Continental Express/Air Mike Express Flight 4283

Unknown

Abbreviations

IMP R

DAC

ROCCK

BTv

AAL683

BTA4283

UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins

Quality Assurance Data Specialist

Indianapolis ARTCC

1301

1302

1303

1304

1305

1306

1306:29

IMP R

(unintelligible)

ZDC-ARTCC-212
AAL77

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1306:31	IMP R	impel
1306:32	BTB	this is um dacos have you heard about american seventy seven yet
1306:35	IMP R	no not really
1306:36	BTB	okay he is a guy that they lost transponder on and lost radio on and everything he's suppose to be heading our way
1306:43	IMP R	okay
1306:43	BTB	um heading your way actually he's estimating gbees at ah thirteen after the hour and i'm still trying to figure out when he's suppose to be estimating juddi
1306:50	IMP R	okay
1306:51	BTB	i'll let you know when i find out
1306:51	IMP R	all right sounds good
1306:52	BTB	*(all right q c)
1306:52	IMP R	(unintelligible)
1307		
1308		
1308:22	IMP R	(unintelligible)
1308:24	IMP R	green light uh impel

1308:27	BTV	this is batesville again american seventy seven is estimating juddi at nineteen past the hour and if you uh actually never mind we're going down with this other guy so he's just estimating juddi at nineteen past the hour
1308:36	IMP R	all right thank you
1308:37	BTV	*(q c)
1309		
1310		
1311		
1312		
1312:33	IMP R	(unintelligible)
1312:35	IMP R	this is uh impel
1312:37	BTV	this is dacos uh actually let me p v d the guy to you american uh six
1312:40	IMP R	i got the data block pulled up on seventy seven
1312:42	BTV	well there's american six eighty three that's suppose to be estimating juddi at seventeen so we started him down to thirty three and we were gonna just leave him at thirty three if that's okay with---actually you got your thirty three traffic coming in
1312:51	IMP R	um i'll miss him
1312:52	BTV	we were gonna leave him at thirty three if it's okay for you uh so we can see if he can see him
1312:55	IMP R	yeah
1312:56	BTV	okay

1312:56	IMP R	that's fine
1312:57	BTV	thanks (unintelligible)
1312:57 1313 1314 1315	IMP R	p m
1315:17	IMP R	rock on the sixty three line
1315:20	ROCCK	rock
1315:22	IMP R	anybody tell you about this american seventy seven comin yet
1315:25	ROCCK	no
1315:26	IMP R	okay you should have a flight plan on him it's american seventy seven
1315:30	ROCCK	okay
1315:31	IMP R	okay we have lost his transponder no radios---we're blockin for him out there at thirty five coming down jay one thirty four---estimating carol at one three three eight
1315:45	ROCCK	okay---all right
1315:46	IMP R	all right
1315:47	ROCCK	all right thanks

1315:48	IMP R	*(p m)
1315:48	ROCCK	(unintelligible)
1316		
1317		
1317:52	ROCCK	impel rock twenty four
1318		
1318:01	ROCCK	impel rock twenty four
1318:04	IMP R	impel
1318:05	ROCCK	that uh reference that american seventy seven
1318:06	IMP R	yeah
1318:07	ROCCK	uh is that estimate good or are you just got guessin cause you're not really sure where he is
1318:12	IMP R	that is a very ball park guess timate
1318:14	ROCCK	okay when was the last time you heard from him
1318:16	IMP R	um about two sectors ago near falmouth---just south of cincinnati
1318:22	ROCCK	okay thanks
1318:23	IMP R	about a hundred an twenty miles back
1318:24	ROCCK	okay *(m v)

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AAL77

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1318:25 IMP R all right

1318:42 IMP R (unintelligible)

1318:45 IMP R impel

1318:46 BTV randy you know about this american seventy seven thing right

1318:47 IMP R yes

1318:48 BTV okay uh company uh six eighty three there went over and tried to raise him on guard and ah said he never had a visual on him out there at all he was looking all around

1318:55 IMP R all right

1318:55 BTV okay thanks

1318:56 IMP R *(p m)

1319

1320

1321

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1326

1326:57 ROCCK impel rock

1327:00 IMP R impel

1327:01 ROCCK is that just where you think american seventy seven's suppose to be at

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AAL77

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1327:03	IMP R	ballpark idea
1327:04	ROCCK	is ah---may i make a suggestion to you you know you are aware of what happened in new york
1327:08	IMP R	yes i am
1327:10	ROCCK	uh would you bring to attention where that this might be associated at where they lost him at he might have gone down or been hijacked to another location
1327:15	IMP R	affirmative
1327:16	ROCCK	all right thank you
1327:17	IMP R	p m
1328		
1329		
1330		
1330:19	AAL683	center american six eighty three
1330:34	IMP R	and american six eighty three do you have a question sir
1330:36	AAL683	i just wondered if you gotten a hold of american seventy seven yet
1330:40	IMP R	no sir
1330:42	AAL683	ah is that what all the commotion's about
1330:44	IMP R	part of it

1330:45	AAL683	(unintelligible)
1331		
1332		
1333		
1333:53	BTV	override batesville
1333:54	IMP R	jeff they considerin thirty five clean up there now
1333:57	BTV	uh i have no idea randy
1333:58	IMP R	all right tell you what if you got---if you
1334		
1334:01	BTV	i there's too much stuff goin on right now to even care about
1334:02	IMP R	all right buddy
1335		
1336		
1337		
1338		
1339		
1340		
1341		
1342		
1343		
1344		
1345		
1346		
1347		
1348		
1349		
1349:34	BTA4283	and memphis jet link forty two eighty three does that go for us as well
1349:38	IMP R	uh jet link forty two eighty three uh they are advising that all aircraft land uh at the closest airports sir

1349:45 BTA4283 is there a reason

1349:48 IMP R uh it has to do with a uh terrorist attack at the world trade center

1349:52 IMP R and also apparently uh terrorist attacks in washington as well
1350
1351
1352

1352:43 UNKN (unintelligible) what was the uh the reason for uh having people land
1353

1353:01 IMP R okay the aircraft uh or any aircraft that are curious about the uh
reason for uh wanting everyone to land there have been terrorist
attacks apparently at the world trade center also at uh the
pentagon in washington and uh there have been numerous
aircraft hijacked

1354
1355
1356
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1359

End of Transcript

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: January 29, 2002

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar Associate position for the time period from September 11, 2001, 1325 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

American Airlines Inc. Flight 683
Indianapolis ARTCC Impel Sector Radar Position
Indianapolis ARTCC Impel Sector Radar Associate Position
Unknown

Abbreviations

AAL683
IMP R
IMP RA
UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

1325

1326

1327

1328

1329

1330

1330:19 AAL683 center american six eighty three

1330:33 IMP R and american six eighty three do you have a question sir

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1330:36	AAL683	yea i just wondered uh if have you got a hold of american seventy seven yet
1330:39	IMP R	no sir
1330:41	AAL693	uh is that what all the commotion is about
1330:42	IMP R	part of it
1330:43	AAL683	(unintelligible)
1331		
1332		
1333		
1334		
1335		
1336		
1337		
1338		
1339		
1340		
1340:21	IMP RA	(unintelligible)
1340:24	IMP RA	okay shawn s i board is up on the big screen special activities there's a lot uh all traffic has been ground stopped anybody goin through new york center or landing in new york center has to go to their alternate airport---uh equipment status everything is working normally normal here turbulence there's none weather uh---all that weather that's showing out there is uh anomalous propagation restricted area is none pending coordination there's really none right now either flow control restrictions you got fifteen to ohare um that other is a swap route going to newark and laguardia i think you can completely disregard it right now ---special instructions i don't know if you know about american seventy seven they completely lost the aircraft---um they don't know where he's at we have to block on jay one thirty four for uh thirty five thousand feet i don't know if that's over yet or not---uh---actually i guess maybe we're clean now so uh---umm---traffic we're kind of busy right now but we're gonna be slow here in just a little bit

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1341:27 IMP RA (unintelligible)

1342

1343

1344

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1351

1352

1352:40 UNKN (unintelligible) what was the uh the reason for uh having people
land

1353

1353:01 IMP R okay the aircraft uh or any aircraft that are curious about the uh
reason for uh wanting everyone to land there have been terrorist
attacks apparently at the world trade center also at uh the
pentagon in washington and uh there have been numerous
aircraft hijacked

1354

1355

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1359

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: INFORMATION: Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: January 29, 2002

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Batesville Sector Radar position for the time period from September 11, 2001, 1302 UTC to September 11, 2001, 1340 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Batesville Sector Radar Position
Indianapolis ARTCC Dacos Sector Radar Position
American Airlines Inc. Flight 683
Unknown
Indianapolis ARTCC Impel Sector Radar Position

Abbreviations

BTV R
DAC R
AAL683
UNKN
IMP R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

1302
1303
1304
1305
1306
1307

1307:47 BTV R override at ah dacos i'm sorry basteville

1307:50	DAC R	yeah *(dave) have you been given the information
1307:53	BTV R	yes i have joe
1307:54 1308	DAC R	about america seventy seven---okay
1308:56 1309	BTV R	american six eighty three descend and maintain flight level three three zero
1309:01	AAL683	okay american six eighty three descending to three three zero that's for traffic i guess
1309:05	BTV R	ah american six eighty three ah---yes sir ah i've got one of your company aircraft it's a boeing seven fifty seven and he's crossing with you---ah he has apparently lost all power there's no transponder we have no radar on him and there's no communication with the aircraft at all so we're gonna have tah get you out of thirty five here cause we don't really know where he's at right now
1309:22	AAL683	understood we'll expedite to three three oh american six eighty three anything we can do
1309:26	BTV R	well i don't really naw you may want to call your company and ah see if they can do something american seventy seven is the call sign and he departed dulles um and i believe it's on its way to ah los angeles
1309:38	AAL683	all right that's our home base we'll uh we'll send a message right away
1309:41 1310 1311	BTV R	okay thanks sir

1312

1313

1313:29 BTV R american ah six eighty three ah---aircraft ah that the ah company seven fifty seven there is ah (unintelligible) on jay one thirty four ah according to his flight plan he should be somewhere out about your nine oclock and twenty miles west bound at three five zero i'm gonna let ya three three zero and just ah see if you can---maybe get a visual on him or something there is ah---is she unfortunately he's probably gonna pass ah if he's out there about eight to ten miles behind you

1313:55 AAL683 okay we'll keep our eyes open and we did send a ah message via a cars to our company to have em come up ah you want me to try calling em on guard

1314

1314:05 BTV R yeah if you want to that's fine sir

1314:07 AAL683 i'll give em a try

1314:08 BTV R okay it's american seventy seven

1315

1316

1316:49 BTV R american six eighty three i appreciate your help this morning contact indianapolis center on one two seven point zero two

1316:57 UNKN blocked

1316:58 BTV R american six eighty three contact indianapolis center one two seven zero two thanks a lot for your help

1317

1317:04 AAL683 twenty seven oh two yeah no joy on guard american six eighty three take a (unintelligible) hope you find em

1317:08 BTV R okay
1318

1318:42	BTV R	(unintelligible)
1318:45	IMP R	impel
1318:46	BTV R	randy you know about this american seventy seven thing right
1318:48	IMP R	yes
1318:48	BTV R	okay ah company ah six eighty three there went over and tried to raise him on guard and ah said he never had a visual on him out there at all he was looking all around
1318:55	IMP R	all right
1318:56	BTV R	okay thanks
1319		
1320		
1321		
1322		
1323		
1324		
1325		
1326		
1327		
1328:00	UNKN	what's going on in new york
1328:01	BTV R	well there has been a ah---possible terrorist attack at the world trade center buildings two airplanes were crashed crashed into the trade center buildings and reports are that an american airlines enroute to los angeles has been hijacked
1329		
1330		
1331		
1332		
1333		
1333:53	BTV R	over ride at batesville

Page 5 of 5

1333:54 IMP R jeff they considering thirty five clean up there now

1333:57 BTV R ah i have no idea randy

1333:59 IMP R all right tell you what if you got---if you

1334:02 BTV R i there's too much stuff going on right now to care about

1334:03 IMP R all right buddy

1335

1336

1337

1338

1339

1340

End of Transcript

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

ZDC-ARTCC-212
AAL77



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: May 7, 2002

From: Indianapolis ARTCC

Reply to

Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Batesville Sector Radar Associate position for the time period from September 11, 2001, 1301 UTC to September 11, 2001, 1318 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Impel Sector
Indianapolis ARTCC Batesville Sector Radar Associate Position
Indianapolis ARTCC Batesville Sector Radar Position
Indianapolis ARTCC Dacos Sector Radar Position
American Airlines Inc. Flight 683
Unknown

Abbreviations

IMP
BTV RA
BTV R
DAC R
AAL683
UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

1301

1302

1303

1304

1305

1306

1306:31

IMP

impel

ZDC-ARTCC-212
AAL77

Page 2 of 5

1306:32	BTV RA	this is um dacos have you heard about american seventy seven yet
1306:35	IMP	no not really
1306:36	BTV RA	okay he is a guy that they lost transponder on they lost radio on and everything and he is supposed to be headin our way
1306:43	IMP	okay
1306:43	BTV RA	um headin your way actually he's estimating gbees at ah thirteen after the hour and i'm still trying to figure out when he's supposed to be estimating juddi and we'll
1306:50	IMP	okay
1306:51	BTV RA	we'll let you know when i find that out
1306:51	IMP	all right sounds good
1306:52 1307	BTV RA	all right q c
1307:47	BTV R	over ride at ah dacos i'm sorry basteville
1307:50	DAC R	yeah *(dave) have you been given the information
1307:53	BTV R	yes i have joe
1307:54 1308	DAC R	about american seventy seven---okay
1308:25	IMP	green light ah impel

1308:27	BTV RA	this is batesville again american seventy seven is estimating juddi at nineteen past the hour and if you ah actually never mind we're going down with this other guy so he's just estimating juddi at nineteen past the hour
1308:36	IMP	all right thank you
1308:37	BTV RA	q c
1308:56	BTV R	american six eighty three descend and maintain flight level three three zero
1309		
1309:01	AAL683	okay american six eighty three descending to three three zero that's for traffic i guess
1309:04	BTV R	american six eighty three ah---yes sir i've got uh one of your company aircraft it's a boeing seven fifty seven and he's crossing with you---ah he has apparently lost all power there's no transponder we have no radar on him and there's no communication with the aircraft at all so we're gonna have tah get you out of thirty five here cause we don't really know where he's at right now
1309:22	AAL683	understood we'll expedite to three three oh american six eighty three anything we can do
1309:26	BTV R	well i don't really naw you may want to call your company and ah see if they can do something american seventy seven is the call sign and he departed dulles um and i believe it's on it's way to ah los angeles
1309:38	AAL683	all right that's our home base we'll uh we'll send a message right away

1309:41	BTV R	okay thanks sir
1310		
1311		
1312		
1312:33	UNKN	(unintelligible)
1312:35	IMP	this is ah impel
1312:37	BTV RA	this is dacos ah actually let me p v d the other guy to you american ah
1312:40	IMP	i got the data block pulled up on seventy seven
1312:42	BTV RA	there's american six eighty three that's supposed to estimating juddi at seventeen so we started him down to thirty three and you're gonna to leave him at thirty three if that's okay with actually do you have thirty three traffic coming in
1312:52	IMP	um i'll miss him
1312:52	BTV RA	we were going to leave him at thirty three if it's okay for you ah so we can see if he can see him
1312:55	IMP	yeah
1312:56	BTV RA	okay
1312:56	IMP	that's fine
1312:57	BTV RA	thanks q c
1312:57	IMP	yeah

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AAL77

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1313
1314
1315
1316
1317
1318

End of Transcript

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: December 3, 2001

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar Coordinator position for the time period from September 11, 2001, 1351 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

Unknown

Indianapolis ARTCC Impel Sector Radar Position

Abbreviations

UNKN

IMP R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Arnold E. Miller

Quality Assurance Support Specialist
Indianapolis ARTCC

1351

1352

1352:42

UNKN

uh what was the uh the reason fer uh havin people land

1353

1353:01

IMP R

okay the aircraft da or any aircraft that are curious about the uh reason fer ah wanting everyone to land there have been terrorist attacks apparently at the world trade center also at ah the pentagon in washington and ah there have been numerous aircraft hijacked

1354

1355

1356

1357

1358

1359

End of Transcript

ZDC-ARTCC-212
AAL77

SECTION 10
Personnel Statements

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) WASHINGTON D.C.
Aircraft Call-Sign(s)

on 9-11-01, 1338 UTC. My name is CARL WILLIAM FINKBEINER (FC).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the ROS position from 1157 UTC to 1302 UTC.

Text of Statement:

AAL77 CHECKED ON CLIMBING TO 170 FROM IAD APPROACH,
I CLIMED A/C TO FL270. LATER, I SWITCHED AAL77
TO SECTOR 03 ON 133.27. NOTHING UNUSUAL HAPPENED
WHILE A/C WAS ON FREQUENCY. I DO NOT
RECALL THE EQUIPMENT CONFIGURATION.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Carl W. Finkbeiner
Signature

10-22-01
Date

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) Washington DC
Aircraft Call-Sign(s)

on 9/11/01, 1338 UTC. My name is Richard Allen Wallace (WZ).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DS position from 1149 UTC to 1301 UTC.

Text of Statement:

AAL77 checked onto our frequency climbing to 170' on 5134.
The R-side controller climbed the aircraft to FL270, made an automated hand off to section 3, and informed the pilot to contact the appropriate frequency.
I do not recall the equipment configuration at the time.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard Allen Wallace
Signature

10/22/01
Date

ZDC - ARJCC - 212
AAL77

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL 77, at (Location) Washington DC
Aircraft Call-Sign(s)
on SEP 11, 2001, 1338 UTC. My name is GREGORY L. WARCIK (WO).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DOS position from 1149 UTC to 1301 UTC.

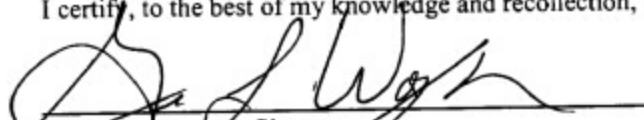
Text of Statement:

I HAVE NO Recollection of ANY UNUSUAL occurrences
DURING THIS PARTICULAR TRAINING Session.

I Reserve The Right To Amend This STATEMENT
Should more information Become Available.

I Do NOT Recall The Configuration of
The Equipment.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature

10/22/01
Date

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident/accident involving AAL 77, at (Location) WASHINGTON DC
Aircraft Call-Sign(s)

on Sept 11, 2001, 1338 UTC. My name is Guy Lee Stone (YLG).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the R03 position from 1210 UTC to 1333 UTC.

Text of Statement:

I was giving OST at R03. AAL73 checked on the frequency. We vectored + climbed AAL73 before clearing the Aircraft on course. Indianapolis center requested AAL77 stopped at FL330. We issued the Amended Altitude and switched the Aircraft to ZID. Nothing unusual occurred in our Airspace. I Do not recall the Sector equipment configuration.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature

10/16/01
Date

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident/accident involving AAL 77, at (Location) WASHINGTON DC
Aircraft Call-Sign(s)

on SEPT 11, 2001, 1338 UTC. My name is MARK STANLEY GUZIK (PG).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the R03 position from 1210 UTC to 1333 UTC.

Text of Statement: I WAS RECEIVING OJT R03. AAL 77 CHECKED IN CLIMBING TO FL270. AAL 77 WAS CLIMBED TO FL290. AAL 77 WAS TURNED 20° RIGHT FOR FURTHER CLIMB. AAL 77 WAS THEN CLEARED DIRECT HNN AND CLIMBED TO FL390. AAL 77 REQUESTED FL350 FOR HIS FINAL. AAL 77 WAS ISSUED FL350. ZID REQUESTED AAL 77 AT FL330 FOR TRAFFIC. AAL 77 WAS ASSIGNED FL330 FOR TRAFFIC. AAL 77 TOLD TO CONTACT ZID ON 120.27. I DO NOT RECALL THE EQUIPMENT CONFIGURATION AT THE TIME.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Mark S. Guzik
Signature

10-16-2001
Date

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

Background: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

Instructions: This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) Washington DC
Aircraft Call-Sign(s)

on 9/11/01, 1338 UTC. My name is Tina Visnich Crouse (TV).
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DØ3 position from 1210 UTC to 1304 UTC.

Text of Statement:

I was working DØ3 for the above time while it was very busy. I did most of the coordination for RØ3 during this busy time. At 1239 UTC HNN High yelled on the 90 Line to stop ^{TV AAL} ~~AAL~~ 77 at FL 330. I answered the 90 Line to stop AAL77 at FL 330 and then advised RØ3 to ammend AAL77's climb. RØ3 then issued AAL FL 330. After AAL77 read back FL 330, I then coordinated with Indy Center who wanted to talk to AAL77 since he was stopped at BOB altitude with HNN having the handoff. Indy said HNN. AAL77 was then switched frequency to Indy's HNN sector. I do not recall the equipment configuration while I was on the D-side.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Tina V. Crouse
Signature

12/10/01
Date

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BLDG WASHINGTON D. C.
(aircraft ID) (location, city, state)

on 9-11-2001 at 1133 UTC. My name is RUDOLPH W. GAYDE (GY)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLLER by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1133 UTC, 9-11-2001 to
(sector/position name) (hour) (month/day) (year)

1243 UTC, 9-11-2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS WORKING THE HENDERSON RADAR POSITION ON THE MORNING OF SEPT. 11, 2001. A HANDOFF ON AAL 77 WAS MADE TO ME BY ZDC ARTCC. THE DATA BLOCK SHOWED AAL 77 CLIMBING TO FL350. SINCE I HAD TRAFFIC AT FL350, I ASKED ZDC CENTER TO STOP AAL 77 @ FL 330 WHICH THEY DID. AAL 77 CALLED ON FREQUENCY, AND I ASKED HIM TO CHANGE HIS TRANSponder CODE

I certify, to the best of my knowledge and recollection, the above statement is correct.

Rudolph W. Gayde
(signature)

1/28/02
(date)

OVER

WHICH HE DID, SHORTLY AFTER THE EXCHANGE WITH
AAL 77, I WAS RELIEVED BY ANOTHER CONTROLLER.
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF
THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE
ACCIDENT.

Rudolph M. Gayle
1/28/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BLDG. WASHINGTON D, C.
(aircraft ID) (location, city, state)
on 9-11, 2001 at 1338 UTC. My name is RUDOLPH W. GAYDE (GX)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLLER the FAA at the INDPLS, ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1133 UTC, 9-11, 2001 to
(GX) (sector/position name) (hour) (month/day) (year)

1243 UTC, 9-11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

(GX) I WAS WORKING THE HNN RADAR POSITION ON THE MORNING OF SEPT. 11, 2001. A HANDOFF ON AAL 77 WAS MADE TO ME BY ZDC ARTCC. THE DATA BLOCKS SHOWED AAL 77 CLIMBING TO FL 350. SINCE I HAD TRAFFIC AT FL 350, I ASKED ZDC CENTER TO STOP AAL 77 @ FL 330 WHICH THEY DID. AAL 77 CALLED ON FREQUENCY, OVER

I certify, to the best of my knowledge and recollection, the above statement is correct.

Rudolph W. Gayde 9/13/01
(signature) (date)

AND I ASKED HIM TO CHANGE HIS TRANSPONDER
CODE WHICH HE DID. SHORTLY AFTER THIS
EXCHANGE WITH AAL 77, I WAS RELIEVED BY
ANOTHER CONTROLLER. AN OPERATIONAL
EQUIPMENT CONFIGURATION IS NOT INCLUDED
WITH THIS STATEMENT.

Rudolph W. Boyle
9/13/01

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is ANTHONY JOSEPH SCHIFANG (AP)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR ASSOC. position from 1158 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1337 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

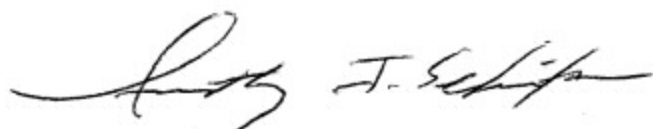
I WAS WORKING THE HENDERSON RADAR ASSOCIATE POSITION WHEN
RADAR CONTACT AND RADIO COMMUNICATIONS WERE LOST WITH
AAL77. AAL77 WAS CLEARED DIRECT FALMOUTH AND SHORTLY
AFTER STARTED A TURN TOWARDS FALMOUTH. I OBSERVED THE
AIRCRAFT STARTING A SOUTHWESTERLY HEADING AND THE AIRCRAFT
WENT INTO COAST TRACK. THE RADAR CONTROLLER THEN ATTEMPTED
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Anthony J. Schifang
(signature)

1/29/02
(date)

TO CONTACT AAL77 AND NO RESPONSE WAS GIVEN. WE THEN
TURNED ON THE PRIMARY RADAR AND I DID NOT OBSERVE
A TARGET HEADING IN ANY DIRECTION NEAR THE LAST KNOWN POSITION
OF AAL77. I THEN MADE A CALL TO AMERICAN DISPATCH
TO SEE IF THEY COULD CONTACT AAL77 AND HAVE HIM CONTACT
US. NO RESPONSE WAS RECEIVED FROM AAL77 AND I THEN
CONTACTED AMERICAN DISPATCH FOR THE SECOND TIME TO SEE
IF THEY HAD CONTACTED AAL77. THE DISPATCHER GAVE A NEGATIVE
RESPONSE AND I HAD ADVISED HIM THAT RADAR CONTACT AND
RADIO COMMUNICATIONS HAD BEEN LOST WITH AAL77. ~~THEY~~^{AP} I
THEN CALLED THE DACOS SECTION AND THEY ADVISED THAT THEY
WOULD TREAT AAL77 AS NONRADAR AND BLOCK ON THE LAST
KNOWN ROUTE OF FLIGHT. UPON THE THIRD CALL TO AMERICAN
DISPATCH, THE DISPATCHER HAD ADVISED OF AN AAL11 THAT HAD
BEEN HIJACKED AND HAD THEN ADVISED ME OF THE TRADE CENTER
ACCIDENTS. I FORWARDED THIS INFORMATION TO THE RADAR
CONTROLLER, MY IMMEDIATE SUPERVISOR, FACILITY MANAGEMENT WHO
WERE ~~PRESENT~~^{AP} PRESENT AT THE TIME, AND ALSO NOTIFIED THE DACOS
SECTION OF THE SITUATION. ON MY FOURTH CALL TO AMERICAN
DISPATCH, THE DISPATCHER HAD ADVISED THAT ALL INFORMATION
HE KNEW HAD BEEN RELAYED TO INDIANAPOLIS CENTER, AND
ADVISED THAT THEY STILL HAVEN'T CONTACTED AAL77.
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF
THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF
THE ACCIDENT. END OF STATEMENT

 1/29/02

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is ANTHONY JOSEPH SCHIFANO (AP)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR ASSOCIATE position from 1158 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1337 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS WORKING THE HENDERSON RADAR ASSOCIATE POSITION WHEN
RADAR CONTACT AND RADIO COMMUNICATIONS WERE LOST WITH
AAL77. AAL77 WAS CLEARED DIRECT FALMOUTH AND SHORTLY
AFTER STARTED A TURN TOWARDS FALMOUTH. I OBSERVED THE
AIRCRAFT STARTING A SOUTHWESTERLY HEADING AND THE AIRCRAFT
WENT INTO COAST TRACK. THE RADAR CONTROLLER THEN ATTEMPTED
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Anthony J. Schifano
(signature)

9/14/01
(date)

TO CONTACT AAL77 AND NO RESPONSE WAS GIVEN. WE THEN
TURNED ON THE PRIMARY RADAR AND I DID NOT OBSERVE A TARGET
HEADING IN ANY DIRECTION NEAR THE LAST KNOWN POSITION
OF AAL77. I THEN MADE A CALL TO AMERICAN DISPATCH
TO SEE IF THEY COULD CONTACT AAL77 AND HAVE HIM CONTACT
US. NO RESPONSE WAS ~~RECEIVED~~^{RECEIVED AP} FROM AAL77 AND I THEN
CONTACTED AMERICAN DISPATCH FOR THE SECOND TIME TO SEE IF THEY HAD
CONTACTED AAL77. THE DISPATCHER GAVE A NEGATIVE RESPONSE AND
I HAD ADVISED HIM THAT RADAR CONTACT AND RADIO COMMUNICATIONS
HAD BEEN LOST WITH AAL77. I THEN CALLED THE DACOS SECTION
AND THEY ADVISED THAT THEY WOULD TREAT AAL77 AS NONRADAR AND
BLOCK ON LAST KNOWN ROUTE OF FLIGHT. UPON THE THIRD CALL
TO AMERICAN DISPATCH, THE DISPATCHER HAD ADVISED OF AAL11 THAT
HAD BEEN HIJACKED AND HAD THEN ADVISED ME OF THE
TRADE CENTER ACCIDENTS. I FORWARDED THIS INFORMATION TO
THE RADAR CONTROLLER, MY IMMEDIATE SUPERVISOR, FACILITY MANAGEMENT
WHO WAS PRESENT AT THE TIME, AND ALSO NOTIFIED THE DACOS
SECTION OF THE SITUATION. ON MY FOURTH CALL TO AMERICAN
DISPATCH - THE DISPATCHER HAD ADVISED THAT ALL INFORMATION
HE KNEW HAD BEEN RELAYED TO INDIANAPOLIS CENTER
AND ADVISED THEY STILL HAVEN'T CONTACTED AAL77.
~~EQUIPMENT~~ EQUIPMENT CONFIGURATION NOT INCLUDED
AP END OF STATEMENT.

Ray J. Selt 9/14/01

5/6/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

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This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON, D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is CHARLES ANDREW THOMAS CO
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an RIA TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1243 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1328 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I ACCEPTED THE HENDERSON RADAR POSITION FROM RUDY GRAYDE WITH AMERICAN 77 AT FLIGHT LEVEL
330 ON J134 EAST OF HENDERSON VOR. I THEN CLIMBED AMERICAN 77 TO FLIGHT LEVEL 350. AMERICAN 77
WAS LATER GIVEN A TEN DEGREE RIGHT TURN AND COMPLIED. A FEW MINUTES LATER, AMERICAN 77 WAS
CLEARED DIRECT PALMOUTH VOR AND COMPLIED. AFTER COMPLETING AN AUTOMATED HAND-OFF TO
SECTOR 43, AMERICAN 77 APPEARED TO TURN TOWARDS THE SOUTHWEST. I ATTEMPTED TO CONTACT
AMERICAN 77, BUT WAS UNSUCCESSFUL. AMERICAN 77 THEN WENT INTO CONFST TRACK AND RADAR

I certify, to the best of my knowledge and recollection, the above statement is correct.

Charles Andrew Thomas
(signature)

1/29/02
(date)

CONTACT WAS LOST. ATTEMPTS TO LOCATE THE AIRCRAFT USING PRIMARY RADAR WERE ALSO UNSUCCESSFUL. SEVERAL MORE ATTEMPTS WERE MADE TO CONTACT AMERICAN 77 USING MAIN AND BACK-UP FREQUENCIES, BUT THESE ATTEMPTS WERE ALSO UNSUCCESSFUL. I CONTACTED SECTOR-93 AND NOTIFIED THEM OF THE SITUATION AND THAT AN ATTEMPT TO REACH AMERICAN 77 THROUGH A FIS COMPANY HAD BEEN MADE. I DON'T REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

Ch Cze

1/29/02

ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73. Personnel Statements.

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INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON, DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is CHARLES ANDREW THOMAS CO
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1243 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1328 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I ACCEPTED THE HENDERSON RADAR POSITION FROM RUDY GAYDE WITH
AMERICAN 77 AT FLIGHT LEVEL 330 ON J134 EAST OF HENDERSON VOR. I THEN
CLIMBED AMERICAN 77 TO FLIGHT LEVEL 350. AMERICAN 77 WAS LATER GIVEN A
TEN DEGREE RIGHT TURN AND COMPLIED. A FEW MINUTES LATER, AMERICAN 77
WAS CLEARED DIRECT FALMOUTH VOR AND COMPLIED. AFTER COMPLETING
AN AUTOMATED HAND-OFF TO SECTOR 93, AMERICAN 77 APPEARED TO TURN

I certify, to the best of my knowledge and recollection, the above statement is correct.

CEC JR
(signature)

9/12/01
(date)

TOWARDS THE SOUTHWEST. I ATTEMPTED TO CONTACT AMERICAN 77, BUT WAS UNSUCCESSFUL. AMERICAN 77 THEN WENT INTO A COAST TRACK AND RADAR CONTACT WAS LOST. ATTEMPTS TO LOCATE THE AIRCRAFT USING PRIMARY RADAR WERE ALSO UNSUCCESSFUL. SEVERAL MORE ATTEMPTS WERE MADE TO CONTACT AAL77 USING MAIN AND BACK-UP FREQUENCIES, BUT THESE ATTEMPTS WERE ALSO UNSUCCESSFUL. I CONTACTED SECTOR 93 AND NOTIFIED THEM OF THE SITUATION AND THAT AN ATTEMPT TO REACH AMERICAN 77 THROUGH HIS COMPANY HAD BEEN MADE. OPERATIONAL EQUIPMENT CONFIGURATION IS NOT INCLUDED.

Cc cjl

9/12/01

Diminished We

5-6-2002

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

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This statement concerns the accident involving AAL 77 at Pentagon Building, Washington, DC
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1336 UTC. My name is RICHARD LEWIS BYARD (WR2)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the CONTROLLER-IN-CHARGE position from 1200 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1334 UTC, 09/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

AT APPROXIMATELY 1255Z THE RADAR CONTROLLER AT THE HENRIKSON SUPER
HIGH SECTOR ADVISED THAT HE WAS UNSURE AS TO WHAT AAL 77 WAS DOING.
THE TRACK OF THE TARGET HAD INDICATED A LEFT TURN TO THE SOUTHWEST.
AS I LOOKED AT THE DATA BLOCK FOR AAL 77, I NOTICED IT WAS IN
COAST TRACK. I INSTRUCTED THE RADAR CONTROLLER TO DISPLAY HIS
PRIMARY RADAR TARGETS WHICH HE DID. ²¹⁰ ~~AT~~ WE BEGAN SEARCHING

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard Lewis Byard
(signature)

1-28-2002
(date)

FOR A TARGET THAT WOULD CORRESPOND WITH AAL77'S LAST KNOWN POSITION. I ALSO INSTRUCTED THE "D" SIDE TO CALL AMERICAN AIRLINES TO HAVE THEM ATTEMPT TO CONTACT FLIGHT 77. WITHIN ONE TO TWO MINUTES THIS WAS ACCOMPLISHED. I ALSO CALLED THE SUPERVISOR IN AREA 6 ACROSS THE AISLE ~~FROM~~ ^{TO} FROM MY AREA, FOR ASSISTANCE. I RECEIVED A PHONE CALL FROM THE AREA 7 SUPERVISOR INDICATING HE WAS CONCERNED ABOUT A LOSS OF RADAR CONTACT WITH AAL 77, AND I ADVISED HIM THAT I WAS AWARE OF THE SITUATION AND WAS TAKING STEPS TO ESTABLISH CONTACT WITH AND REESTABLISH RADAR CONTACT WITH THE AIRCRAFT. I WAS ALSO CONCERNED THAT AAL 77 WAS FALLING THROUGH NOT ONLY OUR AIRSPACE, BUT APPROACH CONTROL AIRSPACE. I TOLD THE AREA 6 SUPERVISOR TO ADVISE HUNTINGTON APPROACH CONTROL TO LOOK FOR A PRIMARY TARGET PASSING THROUGH THEIR WESTERN AIRSPACE. I THEN INSTRUCTED ANOTHER SUPERVISOR IN 7 TO ADVISE LEXINGTON APPROACH CONTROL TO BE ON THE LOOKOUT FOR AN AIRCRAFT DESCENDING THROUGH THEIR AIRSPACE. I DIRECTED THE HAWK "D" SIDE TO CALL AMERICAN AIRLINES BACK TO SEE WHAT THEY HAD FOUND, AND WAS TOLD WITHIN TWO MINUTES THAT AMERICAN AIRLINES HAD NOT HAD CONTACT WITH FLIGHT 77. I INSTRUCTED ANOTHER CONTROLLER TO RUN IN TO TRACK FOR HENDERSON SECTOR.

THE OSIC RETURNED TO THE AREA. I ASSISTED HER WITH HER DUTIES UNTIL I WAS RELIEVED.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

Ralph L. Burt

1-28-02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON, DC.
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is RICHARD LEWIS BYARD (WZ).
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the CONTROLLER-IN-CHARGE position from 1200 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1334 UTC, 09/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

AT APPROXIMATELY 1255Z THE RADAR CONTROLLER AT THE HENDERSON SUPER
HIGH SECTOR ADVISED THAT HE WAS UNSURE AS TO WHAT AAL 77 WAS DOING.
THE TRACK OF THE TARGET HAD INDICATED A LEFT TURN TO THE
SOUTH WEST. AS I LOOKED AT THE DATA BLOCK FOR AMERICAN 77
I NOTICED IT WAS IN 'COAST TRACK'. I INSTRUCTED THE RADAR
CONTROLLER TO DISPLAY HIS PRIMARY TARGET'S DATA HE DID.

I certify, to the best of my knowledge and recollection, the above statement is correct.


(signature)

9-17-2001
(date)

WE BEGAN ^{AS} ~~SEARCH~~ SEARCHING FOR A TARGET THAT WOULD CORRESPOND WITH AAL77'S LAST KNOWN POSITION. I ALSO INSTRUCTED THE "D" SIDE TO CALL AMERICAN AIRLINES TO HAVE THEM ATTEMPT TO CONTACT FLIGHT 77. WITHIN ONE TO TWO MINUTES THIS WAS ACCOMPLISHED. I ALSO CALLED THE SUPERVISOR IN AREA 6, ^{AS} ~~ACROSS~~ ACROSS THE AISLE FROM MY AREA, FOR ASSISTANCE. I RECEIVED A PHONE CALL FROM THE AREA 7 SUPERVISOR THAT INDICATED HE WAS CONCERNED ABOUT A LOSS OF RADAR CONTACT WITH AAL77 AND I ADVISED HIM THAT I WAS AWARE OF THE SITUATION AND WAS TAKING STEPS TO ESTABLISH CONTACT WITH AND REESTABLISH RADAR CONTACT WITH THE AIRCRAFT. I WAS ALSO CONCERNED THAT AAL77 WAS POSSIBLY FALLING THROUGH NOT ONLY OUR AIRSPACE, BUT APPROACH CONTROL AIRSPACE. ^{RE} ~~ALSO~~ I TOLD THE AREA 6 SUPERVISOR TO ADVISE HUNTINGTON APPROACH CONTROL TO LOOK FOR A PRIMARY TARGET PASSING THROUGH THEIR WESTERN AIRSPACE. I THEN INSTRUCTED ANOTHER SUPERVISOR IN AREA 7 TO ADVISE LEXINGTON APPROACH CONTROL TO BE ON THE LOOKOUT FOR AN AIRCRAFT DESCENDING THROUGH THEIR AIRSPACE. I DIRECTED THE HUN "D" SIDE TO CALL AMERICAN AIRLINES BACK TO SEE WHAT THEY HAD FOUND, AND WAS TOLD WITHIN TWO MINUTES THAT AMERICAN AIRLINES HAD NOT HAD CONTACT WITH FLIGHT 77. I INSTRUCTED ANOTHER CONTROLLED TO PLUG INTO TRACK FOR HENDERSON SECTOR. THE OSIC RETURNED TO THE AREA. I ASSISTED HER WITH HER DUTIES UNTIL I WAS RELIEVED.

THERE IS NO OPERATIONAL EQUIPMENT CONFIGURATION STATEMENT INCLUDED

Robert L. B. D.

9-17-2001

Amended E)

5/1/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building
(aircraft ID) (location, city, state) Washington DC (E) 5/1/02
on 9/11, 01 at 1338 UTC. My name is Joseph Richard EISERT (E)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)
I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)
I was working the Radar position from 1255 UTC, 9/11, 01 to
(sector/position name) (hour) (month/day) (year)
1407 UTC, 9/11, 01.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I took handoff from 21095 on AAL77.
It went to or was in coast track.
21095 called and said AAL77 had disappeared
off the scope. I called 4 times
in blind for AAL77. I pushed primary
and couldn't find him. I blocked airspace

I certify, to the best of my knowledge and recollection, the above statement is correct.

Joseph Richard Eiert
(signature)

1/28/02
(date)

to the west and turned 148000 and
perhaps ANOTHER AWAY FROM AAL77's
ROUTE. I do not remember what
settings of the operational equipment
were at the time of the accident.

Joseph Richard Esent

1/28/02

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building, Washington
(aircraft ID) (location, city, state)
on 9/11 at 1338 UTC. My name is Joseph Richard Eisert (E)
(month/day) (year) (hour) (First Middle, Last and Operating initials)
I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)
I was working the Radar position from 1255 UTC, 9/11, 01 to
(sector/position name) (hour) (month/day) (year)
1407 UTC, 9/11, 01
(hour) (month/day) (year)

TEXT OF STATEMENT:

I took handoff from 21095 on AAL77.
It went to or was in coast track.
21095 called and said AAL77 had
disappeared off the scope. I
called 4 times in blind for AAL77.
I pushed primary and couldn't find him.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Joseph Richard Eisert
(signature)

9/18/01
(date)

I blocked ~~airspace~~ ^{airspace} to the west
and turned N4800C and perhaps another
away from AAL77 ROUTE. Operational
~~Equipment~~ ^{equipment} configuration is not included.
EJ

Joseph Richard Ascut

9/18/01
EJ

Amended ID 5-3-02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is THERESA JOAN ADAMS ID
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the DACOS RA position from 1239 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1411 UTC, 09/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I did not observe the radar controller take handoff on AAL77 from previous sector. When previous sector called to say they did not know what happened to AAL77 after they observed the aircraft take a turn to the south, I saw AAL77 in coast track. I notified the supervisor of the situation. I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature]
(signature)

1-28-02
(date)

ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is THERESA JOAN ADAMS ID
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the DACOS RA position from 1239 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1411 UTC, 09/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I did not observe the radar controller take handoff on AAL77
from previous sector. When previous sector called to say they
did not know what happened to AAL77 after they observed
the aircraft take a turn to the south, I saw AAL77 in
coast track. I notified supervisor of the situation.
Operational equipment configuration not included in this statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.


(signature)

10-9-2001
(date)

Amenden

5/06/02 (UA)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is JEFFREY W PHILLIPS (UA)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Batesville Radar position from 1246 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1403 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

AFTER being informed of the situation with AAL77, I began to STERILIZE THE Altitude of FL350. I descended AAL683 to FL330. I ALSO ASK for AAL683 ASSISTANCE in trying to contact AAL77 through company, 121.5 and VISUALLY. I do not remember what THE VARIOUS settings of the OPERATIONAL equipment were at the time of the accident

I certify, to the best of my knowledge and recollection, the above statement is correct.

2/4/02
(date)



ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is JEFFREY W PHILLIPS (UA)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the BATESVILLE RAMP position from 1246 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1403 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

After being informed of the situation with AAL77,
I began to STERILIZE the Altitude of FL 350.
I descended AAL683 to Flight Level 330. I also
ask for their (AAL683) Assistance to key and contact
AAL77 through company And via 121.5
EQUIPMENT CONFIGURATION SHEET NOT INCLUDED.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Revised 01/03/01

(signature)

(date)

ZDC-ARTCC-212

AAL77

~~FAA~~ ^{FAA} QC

AMENDED ~~FAA~~ QC

5/3/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

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This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is PATRICIA ANN ALLISON (QC)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the BATESVILLE RADAR ASSOCIATE position from 1239 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1356 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS ADVISED BY A TEAM MEMBER THAT AAL77 HAD BEEN
IN COAST TRACK AND WE HAD LOST RADAR AND RADIO
CONTACT. I CALLED THE NEXT SECTOR IMPEL, AND
ADVISED THEM. I ALSO GAVE AN ESTIMATE FOR GBEES
INTERSECTION. I CALLED THEM ONCE AGAIN TO ADVISE
THEM OF THE SUDDI INTERSECTION ESTIMATE. I DO NOT
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT
I certify, to the best of my knowledge and recollection, the above statement is correct.

Patricia Allison
(signature)

28 Jan 02
(date)



ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

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This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is PATRICIA ANN ALLISON (OC)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the BATESVILLE RADAR ASSOCIATE position from 1239 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1356 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS ADVISED BY A TEAM MEMBER THAT AAL 77 HAD BEEN
IN COAST TRACK AND WE HAD LOST RADAR AND RADIO
CONTACT. I CALLED THE NEXT SECTOR, IMPEL, AND
ADVISED THEM. I ALSO GAVE AN ESTIMATE FOR GBEES
INTERSECTION. I CALLED THEM ONCE AGAIN TO ADVISE
THEM OF THE VMMI INTERSECTION ESTIMATE. OPERATIONAL
EQUIPMENT CONFIGURATION NOT INCLUDED IN THIS STATEMENT

I certify, to the best of my knowledge and recollection, the above statement is correct.

Patricia Allison
(signature)

9 OCT 01
(date)

Amended PM 5/02/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Washington, D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Randy E. Kath (PM)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Impel Radar (Imp) position from 1252 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1343 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

While working the Impel sector, I was notified by the Batesville sector that they had lost radar contact & communications with AAL77. I received an estimated time that AAL77 was expected at the Juddi Pix. I formulated a time for AAL77 to be at the Carol Pix and passed the information to the Kansas City Rock sector. I do not remember what the various settings of the operational equipment were at the time of the accident.
I certify, to the best of my knowledge and recollection, the above statement is correct.

Randy E. Kath
(signature)

1/28/02
(date)



ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Washington, DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Randy E. KATH (PM)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Impel Radar (IMP) position from 1252 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1343 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

While working the Impel sector I was notified by the
Batesville sector that they had lost radar contact & communications
with AAL77. I received an estimated time that AAL77
was expected at the Judds Fix. I formulated a time for
AAL77 to be at the CAROL Fix and passed the information
to the Kansas City, Rock, sector
Equipment configuration not included

I certify, to the best of my knowledge and recollection, the above statement is correct.

Randy E. Kath
(signature)

10/10/01
10/10/01 PM
(date)



ZDC-ARTCC-212
AAL77

AMENDED RX 5/1/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the IMPACT RADAR position from 1343 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

VERY SHORTLY AFTER ASSUMING THE POSITION I WAS GIVEN
DIRECTION FROM MY SUPERVISOR TO HAVE ALL AIRCRAFT LAND AT
THE CLOSEST AVAILABLE AIRPORT. PILOT WERE CURIOUS AS TO
WHY THEY NEEDED TO LAND AND I ADVISED THEM AS TO WHAT
I KNEW THE SITUATION TO BE AT THAT TIME. I DO NOT
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman
(signature)

1-30-02
(date)

ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the IMPEL RADAR position from 1343 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

VERY SHORTLY AFTER ASSUMING THE POSITION I WAS
GIVEN DIRECTION FROM MY SUPERVISOR TO HAVE ALL AIRCRAFT
LAND AT THE ^{CLOSEST} ~~CLOSEST~~ AVAILABLE AIRPORT. PILOTS WERE
CURIOUS AS TO WHY THEY NEEDED TO LAND AND I ADVISED
THEM AS TO WHAT I KNEW THE SITUATION TO BE AT
THAT TIME. EQUIPMENT CONFIGURATION NOT INCLUDED.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman
(signature)

10/4/2001
(date)



Amended PM 5/12/02
PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington, DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Randy E. Rath (PM)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Impel Radar Coordination position from 1350 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

Approx 1420 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I assumed the position of Tracker at the Impel sector
I monitored the operation of the sector and assisted as
needed. I did not sign or out of the position
due to workload / expediency. I do not remember what
the various settings of the operational equipment were at
the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Randy E Rath
(signature)

1-28-02
(date)



ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington, DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Randy E. Kath (PM)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Impel Radar Coordinator position from 1350 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

Approx 1420 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I assumed the position of Tracker at the impel
sector. I monitored the operation of the sector and
assisted as needed. I did not sign in or out of the
position due to workload; expediency.
Equipment configuration not included.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Randy E. Kath
(signature)

10/10/01
[Signature]
(date)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLS SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1320 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1341 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I RETURNED TO THE AREA AFTER A BREAK AND WAS ASSIGNED
THE IMPEL RADAR ASSOCIATE POSITION. THE SECTOR WAS MODERATELY
BUSY AND I INADVERTENTLY FORGOT TO SIGN IN. DUE TO THIS
THE TIME ABOVE IS APPROXIMATE. AT 1340 I WAS RELIEVED AND
DURING THE BRIEFING I BRIEFED THE INCOMING CONTROLLER REGARDING
WHAT I KNEW ABOUT AAL77. AT THAT TIME I MOVED OVER TO
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman
(signature)

1-30-02
(date)

RELIEVE THE IMPEL RADAR CONTROLLER. I DO NOT
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

Kirk E. Benn

1-30-02

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLLER SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1320 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1341 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I RETURNED TO THE AREA AFTER A BREAK AND WAS
ASSIGNED THE IMPEL RADAR ASSOCIATE POSITION. THE SECTOR
WAS MODERATELY BUSY AND I INADVERTENTLY FORGOT TO
SIGN IN. DUE TO THIS THE TIME ABOVE IS APPROXIMATE. AT 1340
I WAS RELIEVED AND DURING THE BRIEFING I BRIEFED THE
INCOMING CONTROLLER REGARDING WHAT I KNEW ABOUT AAL77.
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman
(signature)

10/4/01
(date)

AT THAT TIME I MOVED OVER TO RELIEVE THE
IMPEL RADAR CONTROLLER.

EQUIPMENT CONFIGURATION NOT INCLUDED.

Rich E. Gunn

10/4/2001

ZDC-ARTCC-212

AAL77

AMENDED V⁶ MAY 02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is SEAN MICHAEL RICHARD CLEMENTS (VP)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC.
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1342 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS BRIEFED IN THE POSITION RELIEF BRIEFING THAT WE WERE
BLOCKING FL350 ON J134 FOR AAL77. AT 1534Z I SIGNED OFF
THE POSITION BECAUSE THERE WERE NO AIRPLANES IN THE SECTOR. I DO
NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT

I certify, to the best of my knowledge and recollection, the above statement is correct.

Sean MR Clements
(signature)

29 JAN 02
(date)



ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at WASHINGTON D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is SEAN MICHAEL RICHARD CLEMENTS (CUP)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1342 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

I WAS BRIEFED IN THE POSITION RELIEF BRIEFING THAT WE WERE
BLOCKING FL360 ON J134 FOR AAL77. AT 1533Z I SIGNED OFF
THE POSITION BECAUSE THERE WERE NO AIRPLANES IN THE
SECTOR. EQUIPMENT CONFIGURATION NOT INCLUDED.

I certify, to the best of my knowledge and recollection, the above statement is correct.


(signature)

9/4/01
(date)



Amendment #2
JUL 5/7/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington DC
(aircraft ID) (location, city, state)
on 9/11 2001 at 1338 UTC. My name is John A. Thomas (TO)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)
I am employed as an Operations Manager by the FAA at the Indy ARTCC
(official title) (facility where employed)
I was working the OMIC position from 1031 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1817 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

Between 1255-1300Z I was informed by an employee that an explosion had been reported at the World Trade Center. The CNN picture looked as if an aircraft might have struck the building, so at approximately 1300Z I walked over to phone the Air Traffic Manager of the event. I was interrupted by an operational supervisor who

certify, to the best of my knowledge and recollection, the above statement is correct.

John A. Thomas
(signature)

5/7/02
(date)

advised me that ZID-95 (HNN) had been working AAL77 at FL350 but had lost both radar contact and voice communications with the aircraft.

During that conversation, I heard a shout from across the aisle from people were monitoring CNN on an event monitor. They had observed an aircraft crash into the second WTC tower. At about 1303Z I called the operational supervisor from Area 3 to get details of the time radar contact was lost and last observed position of AAL77. I advised the supervisor to make appropriate calls forward along route of flight to block airspace. Between 1303-1310 I selected the "all primary" button on the radar scope in front of me to see if there were any primary targets in the vicinity or along the flight plan route of AAL77. None were observed.

At approximately 1305Z I paged Z10-505 to request assistance from QA in gathering voice recording and NTAP data.

At approximately 1305Z I asked a traffic management coordinator to call the ATCSCC and advise that we were missing an aircraft. I forwarded my concern that in light of unfolding events in New York, AAL77 could be a hijacked aircraft.

At about 1310Z I called the ARTCC to advise that Z10 had lost Radar contact and voice communications with AAL77. I advised the RCC that American Airlines had reported that another aircraft had been hijacked.

Between 1310 & 1315Z I asked TMU personnel to call Air Force Search & Rescue and advise of the missing aircraft.

At approximately 1315 I called the West Virginia State Police to advise of the possibility of a downed aircraft and to ask if any reports of a downed aircraft had been received

for

over to call upon me. I will be glad to see you
at any time.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840.

[illegible]

I am very sorry that I was not at 21st St. on 10/10/1912. I regret that I was not at 21st St. on 10/10/1912. I regret that I was not at 21st St. on 10/10/1912.

not available. I have not been able to find any more of the
 same. I have been looking for a long time. I have been
 looking for a long time. I have been looking for a long time.
 I have been looking for a long time. I have been looking for a long time.
 I have been looking for a long time. I have been looking for a long time.

1. $\frac{1}{2}$ of the 1000 is 500. $\frac{1}{2}$ of 500 is 250. $\frac{1}{2}$ of 250 is 125. $\frac{1}{2}$ of 125 is 62.5. $\frac{1}{2}$ of 62.5 is 31.25. $\frac{1}{2}$ of 31.25 is 15.625. $\frac{1}{2}$ of 15.625 is 7.8125. $\frac{1}{2}$ of 7.8125 is 3.90625. $\frac{1}{2}$ of 3.90625 is 1.953125. $\frac{1}{2}$ of 1.953125 is 0.9765625. $\frac{1}{2}$ of 0.9765625 is 0.48828125. $\frac{1}{2}$ of 0.48828125 is 0.244140625. $\frac{1}{2}$ of 0.244140625 is 0.1220703125. $\frac{1}{2}$ of 0.1220703125 is 0.06103515625. $\frac{1}{2}$ of 0.06103515625 is 0.030517578125. $\frac{1}{2}$ of 0.030517578125 is 0.0152587890625. $\frac{1}{2}$ of 0.0152587890625 is 0.00762939453125. $\frac{1}{2}$ of 0.00762939453125 is 0.003814697265625. $\frac{1}{2}$ of 0.003814697265625 is 0.0019073486328125. $\frac{1}{2}$ of 0.0019073486328125 is 0.00095367431640625. $\frac{1}{2}$ of 0.00095367431640625 is 0.000476837158203125. $\frac{1}{2}$ of 0.000476837158203125 is 0.0002384185791015625. $\frac{1}{2}$ of 0.0002384185791015625 is 0.00011920928955078125. $\frac{1}{2}$ of 0.00011920928955078125 is 0.000059604644775390625. $\frac{1}{2}$ of 0.000059604644775390625 is 0.0000298023223876953125. $\frac{1}{2}$ of 0.0000298023223876953125 is 0.00001490116119384765625. $\frac{1}{2}$ of 0.00001490116119384765625 is 0.000007450580596923828125. $\frac{1}{2}$ of 0.000007450580596923828125 is 0.0000037252902984619140625. $\frac{1}{2}$ of 0.0000037252902984619140625 is 0.00000186264514923095703125. $\frac{1}{2}$ of 0.00000186264514923095703125 is 0.000000931322574615478515625. $\frac{1}{2}$ of 0.000000931322574615478515625 is 0.0000004656612873077392578125. $\frac{1}{2}$ of 0.0000004656612873077392578125 is 0.00000023283064365386962890625. $\frac{1}{2}$ of 0.00000023283064365386962890625 is 0.000000116415321826934814453125. $\frac{1}{2}$ of 0.000000116415321826934814453125 is 0.0000000582076609134674072265625. $\frac{1}{2}$ of 0.0000000582076609134674072265625 is 0.00000002910383045673370361328125. $\frac{1}{2}$ of 0.00000002910383045673370361328125 is 0.000000014551915228366851806640625. $\frac{1}{2}$ of 0.000000014551915228366851806640625 is 0.0000000072759576141834259033203125. $\frac{1}{2}$ of 0.0000000072759576141834259033203125 is 0.00000000363797880709171295166015625. $\frac{1}{2}$ of 0.00000000363797880709171295166015625 is 0.000000001818989403545856475830078125. $\frac{1}{2}$ of 0.000000001818989403545856475830078125 is 0.0000000009094947017729282379150390625. $\frac{1}{2}$ of 0.0000000009094947017729282379150390625 is 0.00000000045474735088646411895751953125. $\frac{1}{2}$ of 0.00000000045474735088646411895751953125 is 0.000000000227373675443232059478759765625. $\frac{1}{2}$ of 0.000000000227373675443232059478759765625 is 0.0000000001136868377216160297393798828125. $\frac{1}{2}$ of 0.0000000001136868377216160297393798828125 is 0.00000000005684341886080801486968994140625. $\frac{1}{2}$ of 0.00000000005684341886080801486968994140625 is 0.000000000028421709430404007434844970703125. $\frac{1}{2}$ of 0.000000000028421709430404007434844970703125 is 0.0000000000142108547152020037174224853515625. $\frac{1}{2}$ of 0.0000000000142108547152020037174224853515625 is 0.00000000000710542735760100185871124267578125. $\frac{1}{2}$ of 0.00000000000710542735760100185871124267578125 is 0.000000000003552713678800500929355621337890625. $\frac{1}{2}$ of 0.000000000003552713678800500929355621337890625 is 0.0000000000017763568394002504646778106689453125. $\frac{1}{2}$ of 0.0000000000017763568394002504646778106689453125 is 0.00000000000088817841970012523233890533447265625. $\frac{1}{2}$ of 0.00000000000088817841970012523233890533447265625 is 0.000000000000444089209850062616169452667236328125. $\frac{1}{2}$ of 0.000000000000444089209850062616169452667236328125 is 0.0000000000002220446049250313080847263336181640625. $\frac{1}{2}$ of 0.0000000000002220446049250313080847263336181640625 is 0.00000000000011102230246251565404236316680908203125. $\frac{1}{2}$ of 0.00000000000011102230246251565404236316680908203125 is 0.000000000000055511151231257827021181583394541015625. $\frac{1}{2}$ of 0.000000000000055511151231257827021181583394541015625 is 0.0000000000000277555756156289135105907916972705078125. $\frac{1}{2}$ of 0.0000000000000277555756156289135105907916972705078125 is 0.00000000000001387778780781445675529539584863525390625. $\frac{1}{2}$ of 0.00000000000001387778780781445675529539584863525390625 is 0.000000000000006938893903907228377647697924317626953125. $\frac{1}{2}$ of 0.000

There is no test that has been developed to test for the presence of the virus in the blood. The only test that has been developed is the test for the presence of the virus in the cerebrospinal fluid (CSF). This test is not very sensitive and is not very specific. It is only used in the most severe cases of the disease.

At approximately 10:30 AM, I received a call from the
Police to advise of the possibility of a bomb at the
and I was advised to check for it. I did not find
any bomb.

Between 1320-1325Z I called the ZAU Operations Manager-in-charge to advise him of my growing concern that AAL77 might have been hijacked and that he should be on the lookout. My own thoughts were concerned with the Sears Tower.

About 1340Z I was notified that the Pentagon had been hit.

I do not remember what the various settings of the operational equipment were at the time of the accident. The events described above happened so quickly that I am not certain of the exact times or order of each call.

End of Statement

John A. Thomas

I do not remember the exact date of the
operational equipment was at the time of the accident.
The exact date of the accident is not clear to me.
I do not remember the exact date of the accident.
I do not remember the exact date of the accident.
I do not remember the exact date of the accident.

End of statement

James H. Brown

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

Amended
for 5/7/02

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Washington, DC
(aircraft ID) (location/city, state)
on 9/11, 2001 at 1338 UTC. My name is John A. Thomas (TO)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Operations Manager by the FAA at the Indy ARTCC
(official title) (facility where employed)

I was working the OMIC position from 1031 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1817 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

Between 1255-1300Z I was informed by an employee that an explosion had been reported at the World Trade Center. The CNN picture looked as if an aircraft might have struck the building so at approximately 1300Z I walked over to phone the Air Traffic Manager of the event. I was interrupted by an operational supervisor who advised me that ZID sector 95 (HNN 5-high) had been

(1 of 3)

I certify, to the best of my knowledge and recollection, the above statement is correct.

John A. Thomas
(signature)

Jan. 28, 2002
(date)

Working AAL 77 at FL350 but had lost both radar contact and voice communications with the aircraft.

During that conversation, I heard a shout across the aisle from people who were monitoring CNN on an event monitor. They had observed an aircraft crash into the second WTC tower. At about 1303Z I called the operational supervisor from Area 3 to get details of the time radar contact was lost and last observed position of AAL 77. I advised the supervisor to make appropriate calls forward along route of flight to block airspace.

Between 1303-1310Z I selected the "all primary" button on the radar scope in front of me to see if there were any primary targets in the vicinity of the flight plan route of AAL 77. None were observed.

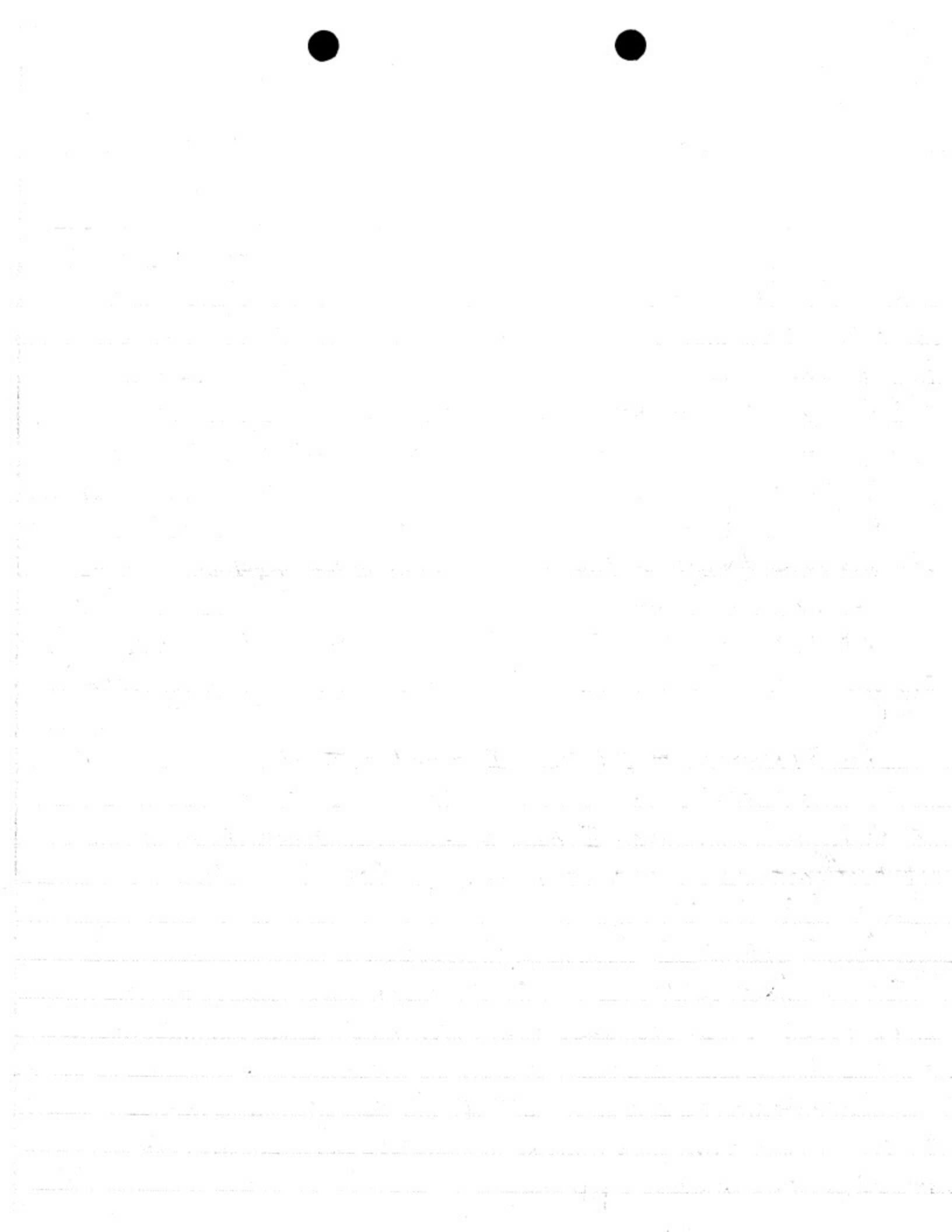
At approximately 1305Z I paged ZIU-505 to request assistance from QA in gathering voice recording and NTAP data.

At approximately 1305Z I asked a Traffic Management Coordinator to call the ATCSCC and advise that we were missing an aircraft. I forwarded my concern that in light of unfolding events in New York, AAL 77 could be a hijacked aircraft.

At about 1310Z I called the AGL RCC to advise that ZID had lost Radar Contact and voice communications with AAL 77. I advised the RCC that AAL had reported that another aircraft had been hijacked.

Between 1310 and 1315Z I asked Tmu personnel to call Air Force Search and Rescue and advise of the missing aircraft.

for



At approximately 1315 I called the West Virginia State Police to advise of the possibility of a downed aircraft and asked if any reports of a downed aircraft had been received.

Between 1320-1325 I called the ZAU operations Manager-in-charge to advise him of my growing concern that AAL77 might have been hijacked and that he should be on the look out. My own thoughts were concerned with the Sears Tower.

About 1340Z I was notified that the Pentagon Building had been hit.

The events above happened so quickly that I am not certain of the exact times or order of each call.

End of statement.

John A. Thomas



PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Washington DC
(aircraft ID) (location, city, state)
on 9/11 2001 at UTC. My name is John A. Thomas (TO)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)
I am employed as an Operations Manager by the FAA at the INDY ARTCC
(official title) (facility where employed)
I was working the OMIC position from 1031 UTC, 9/11 2001 to
(sector/position name) (hour) (month/day) (year)
1817 UTC, 9/11 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

John Between 1255-1300Z I was informed by an employee that an explosion at the World Trade Center had been reported. The CNN picture looked like an aircraft might have hit the building so at approximately 1300Z I walked over to phone the Air Traffic Manager of the event. I was interrupted by an operational supervisor who advised me that Z10 sector ⁹⁵ ₉₆

I certify, to the best of my knowledge and recollection, the above statement is correct.

John A. Thomas
(signature)

9/15/01
(date)

for HNN
(~~for~~ S-high) had been working AAL77 at FL 350 but had lost Radar Contact and voice communications with the aircraft. -2-

During that conversation, I heard a shout across the aisle from people who had been viewing CNN on an event monitor. They had observed an aircraft crash into the second WTC tower.

At about 1303Z I called the operational supervisor from area 3 to get details of the time and last observed position of AAL 77. I advised the supervisor to make appropriate calls forward along the route of flight to block airspace.

Between 1303-1310Z I hit the ALL PRIMARY button on the radar Scope in front of me to see if there were any primary targets in the vicinity or along the flight plan route of AAL77. None were observed.

At approximately 1305Z I paged Z10-505 to request QA assistance in gathering voice tape and NTAP data.

At approximately 1305Z I asked a traffic management coordinator to call the ATCSCC and advise that we were missing an aircraft. I forwarded my concern that in light of events in New York, AAL77 could be a hijacked aircraft.

At approximately 1310Z I called the AGC RCC to advise that Z10 had lost Radar Contact ~~with~~ and voice communications with AAL77. Advised RCC that AAL had reported that another Aircraft had been hijacked.

At approximately 1310-1315Z I asked TMU personnel to call Air Force Search and Rescue to advise of the missing A/c.

At approximately 1315Z I called the West Virginia State Police to advise of a possible downed aircraft and asked if any reports of a downed aircraft had been received. ~~for~~

Personnel Statement

Pg 3

John A. Thomas

Between 1320-1325Z I called ZAU operations manager in charge to advise him of my concern that AAL 77 might have been a hijacked aircraft and that he should be on the look out. My own thoughts were concerned with the Sears Tower.

About 1340Z I was notified that the Pentagon building had been ~~hit~~ hit.

The events above happened so quickly that I am not certain of the exact times or order of each call.

End of statement

John A. Thomas

229

transcript of interview
James A. Thompson

My

between 1930-1931 I saw that operation
was in charge of which I was concerned
that AAT might have seen a photograph
of the boat and that the boat was
My own thoughts were concerned with the
James Thompson

About 1930 I was notified that the Portage
building had been built.

Thompson above mentioned so that I am
not certain of the exact time in order of each
call.

End of statement

John G. Thompson

Amended JP 5/7/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

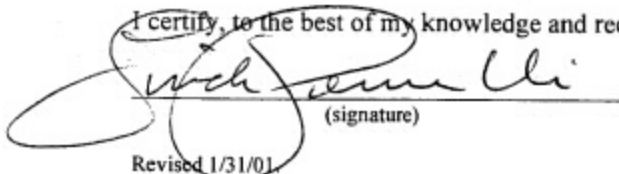
INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building, Washington, DC
(aircraft ID) (location, city, state)
on 9/11, 2001 at 1338 UTC. My name is Linda Marie Povinelli (JP).
(month/day) (year) (hour) (First, Middle, Last and Operating initials)
I am employed as an Operations Supervisor by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)
I was working the AREA 3 OSLC position from 1258 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1630 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I was in the Supervisor's Office when I heard a page to call ext. 242.
I called and talked with John Thomas, Operations Manager, who told me
that at HNN Radar, we had an aircraft lose radar and frequency
contact. I returned to Area 3 operations immediately. The CIC (Controller-
in-charge). Dick Byard briefed me that we had been in communications
with AAL77 and then lost both radar and radio contact. Sometime shortly
thereafter 1300Z, I called the Indianapolis Military Operations Specialist

I certify, to the best of my knowledge and recollection, the above statement is correct.


(signature)
Revised 1/31/01.

5/7/2002
(date)

(Kevin Schott), I asked him to call search and rescue looking for AAL77
beacon code 3743, ELT's in vicinity of YRK VOR/ Ashland Boyd airp
AT 1303Z, I called AAL dispatch (who HNN "D" had already called for frequen
retrieval) and talked with Jim McDonald, I queried if there had been any
contact from AAL77's crew reference maintenance or indications of a
problem. Jim (AAL) checked ACARS for position reporting; there had been n
reports yet. The next ACARS report was to be at CVG. We exchanged
names and direct telephone numbers for follow up. Jim (AAL) said they were
trying AAL77 on their cell call to the aircraft but was getting nothing.
At 1307Z, I tried calling LEX APCH to search for extra beacon
Codes. I was switched to the control tower, put on hold, and
eventually hung up. Either before 1314Z or right after, I received a
return call from Jim McDonald (AAL). He stated that another of their
aircraft had been hijacked and crashed into the World Trade Center.
He thought AAL77 had also been done as such. I recall stating
that there had not been sufficient time for that to occur with
AAL77 and that we were still looking for them. There had been
numerous coordination with ZID Tmu and the ZID Operations Manager
for this search. AT 1314Z, I called ZDC to coordinate Routes for Aircraft
eastbound. I terminated the call when I heard the call sign AAL77 on
guard frequency. I broadcasted on UHF + VHF guard for AAL77. It was AAL683
trying to raise AAL77 on frequency communication. At 1316Z, I called ZDC back
to resume coordination, then I realized I had called the incorrect area. At
1317Z, I called ZDC, area 3 (Tm), to coordinate eastbound aircraft. I
shared that we were trying to track down AAL77 who we lost radar on
frequency contact west of HNN VOR at FL350. I requested that
should AAL77 or something come up on AAL77 with ZDC, please let
us know as we had not confirmed what had happened yet. Inter mix
with all of the above were tasks of staffing for assistance at sectors
requesting all Area 3 controllers to look for AAL77's beacon, then
to look for a hijack code; then primary targets. Also coordination
for clearing all aircraft the the nearest/feasible airports to land.
Also checking for the HNN sector Team and then getting staffing relief
for them from their positions. I do not remember what the various settings of
the operational equipment were at the time of the incident.

Steve Fanelli 5/7/00

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON, DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Linda Marie Povinelli (JP)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Operations Supervisor by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

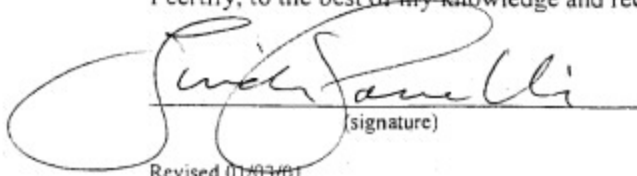
I was working the Area 3 OSIC position from 1258 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

1630 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I was in the Supervisor's Office when I heard a page to call x242. I called and talked with John Thomas, operations Manager, who told me that at HNN radar, we had an aircraft loose radar contact and frequency contact. I returned to Area 3 Operations immediately. The CIC (Controller-in-charge) Dick Byard briefed me that we had been in communications with AAL77 and then lost both radar + radio contact.

I certify, to the best of my knowledge and recollection, the above statement is correct.


(signature)

9/16/01
(date)

Sometime, shortly after 1300Z, I called the ~~major~~ Indianapolis Military Operations Specialist (Kevin Schoett). I asked him to call Search & Rescue looking for AAL77, beacon code 3743, ELT in vicinity of YRK VOR / Ashland-Boyd Airport.

At 1303Z, I called AAC dispatch (who HNN "D" had already called for freq. retrieval) and talked with Jim McDonald. I queried if there had been any contact from AAL77's crew reference maintenance or indications of a problem. Jim (AAC) checked ACARS for position reporting; there had been no report yet. The next ACARS report was to be at CVG. We exchanged names + direct telephone number for follow up. Jim (AAC) said they were trying AAL77 on their cell call to the aircraft but was getting nothing.

At 1307Z, I tried calling LEX Apch to search for extra beacon codes. I was switched to the control tower, put on hold, and eventually hung up.

Either before 1314Z or right after, I received return call from Jim McDonald (AAC). He stated that another of their aircraft had been hijacked and crashed to the World Trade Center. He thought AAL77 had also been done as such. I recall stating that there had not been sufficient time for that to have occurred with AAL77 and that we were still looking for them.

There had been numerous coordination with ZID Tmu & the Operat Manager for this search.

At 1314Z, I call ZDC to coordinate Routes for aircraft eastbound. I terminated the call when I heard the call sign AAL77 on guard freq. I broadcasted on VHF + UHF guard for AAL77. It was AAL683 trying to raise AAL77 on frequency communication.

At 1316Z, I called ZDC back to resume coordination, then realized I called the incorrect area.

At 1317Z, I called ZDC, Area 3 (Tom) to coordinate eastbound aircraft. I shared that we were trying to track down AAL77 who we lost Rad and frequency contact West of HNN VOR at 35,000 feet. Should something come up on AAL77 with ZDC, please let us know as we had not confirmed what had happened yet.

Intermixed with all of the above were tasks of staffing for assistance at sectors, requesting all controllers in Area 3 to look for AAL77's beacon, then a hijack code, then primary targets. Also coordination for clearing all aircraft to the nearest / feasible airports to land. Also check on HNN sector team & then ~~relieving~~ ^{getting} them from their ~~positions~~ ^{positions}.

ZDC-ARTCC-212
AAL77

AMENDED
5/2/02 yw

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at WASHINGTON, DC
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is SALLY MAE WEED (yw)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an SUPPORT MGR FOR OPERATIONS by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the SUPPORT MGR/OPERATIONS position from 1130 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

2000 UTC, 9/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

AFTER BEING INFORMED OF THE EVENTS AT MY
I ASSISTED AT THE E-DESK BY ANSWERING THE
PHONE, TAKING MESSAGES AND RELAYING
INFORMATION. NO OPERATIONAL EQUIPMENT WAS
ASSOCIATED WITH THESE FUNCTIONS.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Sally M Weed
(signature)

5/02/02
(date)



ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building, Washington D.C.
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1330 UTC. My name is SALLY MAE WEED
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an SUPPORT MANAGER for Operations by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the SUPPORT MANAGER for Operations position from 1130 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)

2000 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

AFTER BEING INFORMED OF THE EVENTS AT NY
I ASSISTED AT THE E-DESK BY ANSWERING
THE PHONE, TAKING MESSAGES AND RELAYING
INFORMATION / SW

I certify, to the best of my knowledge and recollection, the above statement is correct.

Sally m weed
(signature)

9/26/01
(date)



AMENDED 5th 05/01/02PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON DC.
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is STEVEN ROBERT HARTING (SG).
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an TRAFFIC MANAGEMENT COORDINATOR by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the TRAFFIC MANAGEMENT UNIT position from 0550 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

061750 UTC, 09/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

IN THE ABSENCE OF A VOICE RECORDING AND USING A SYNOPSIS OF THE
AIRFORCE SEARCH AND RESCUE LOG, THIS STATEMENT IS TO THE BEST OF MY RECOLLECTION,
WHILE PERFORMING MY DUTIES IN THE TRAFFIC MANAGEMENT UNIT I RECEIVED CALLS CONCERNING AN
THE CALLS CONCERNED THE TAIL NUMBER AND STATUS OF THE SEARCH FOR AAL 77 BY
THE KENTUCKY STATE POLICE. SUBSEQUENT CALLS WERE ANSWERED BY THE TRAFFIC
MANAGEMENT SUPERVISOR AND OPERATIONS MANAGER. I DO NOT REMEMBER WHAT THE
VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT

I certify, to the best of my knowledge and recollection, the above statement is correct.

Steven R Harting
(signature)

01/29/02
(date)



ZDC-ARTCC-212

AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BUILDING WASHINGTON, D.C.
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is STEVEN ROBERT AARTING (SE).
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an TRAFFIC MANAGEMENT COORDINATOR by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the TRAFFIC MANAGEMENT UNIT position from 0950 UTC, 09/11, 2001 to
(sector/position name) ^{SE} (hour) (month/day) (year)

1750 UTC, 09/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

IN THE ABSENCE OF A VOICE RECORDING AND USING A SYNOPSIS OF THE AIR FORCE SEARCH
AND RESUE LOG THIS STATEMENT IS TO THE BEST OF MY RECOLLECTION. WHILE PERFORMING
MY DUTIES IN THE TRAFFIC MANAGEMENT UNIT I^{SE} RECEIVED CALLS CONCERNING AAL 77.
THE CALLS CONCERNED THE TAIL NUMBER AND THE STATUS OF THE SEARCH FOR AAL 77
BY THE KENTUCKY STATE POLICE. I^{SE} SUBSEQUENT CALLS WERE ANSWERED BY THE TRAFFIC
MANAGEMENT SUPERVISOR AND OPERATIONS MANAGER. AN OPERATIONAL EQUIPMENT CONFIGURATION
IS NOT INCLUDED

I certify, to the best of my knowledge and recollection, the above statement is correct.

Steven R. Aarting
(signature)

9 10/01/01
(date)



Amended 5/3/02 EK

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Pentagon Building, Washington DC
(aircraft ID) (location, city, state)
on 9/11, 2001 at 1338 UTC. My name is Kevin William Schott EK.
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Traffic Management Coordinator by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Enroute Spacing position from 1230 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1703 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I have been asked for this statement on September 17, almost
one week after ~~the~~^{the EK} incident. I have not been able
to review any tapes or data related to the incident.
I have requested any recordings of calls in which
I may have participated. These may be held by the
FAA, Air Force, or other agencies. (over)

I certify, to the best of my knowledge and recollection, the above statement is correct.

K.W. Schott
(signature)

5/3/02
(date)

On September 1, 2001 my first involvement with AAL 77 was when Area 3 Supervisor Linda Povinelli called to report that they had lost the transponder and communications to AAL 77. She related the last known position was YRK 080010, and ^{she} ~~she~~ requested that I call Air Force Search and Rescue about the incident. From the ESP position (Scope 60) I brought up AAL 77's data block and noticed the position symbol was in coast track, so I brought up primary targets and I didn't observe any in the area. I immediately called Air Force Search and Rescue.

I talked to Air Force Search and Rescue about three or four times over the following 45 minutes relaying information as requested and as it became available. I do not remember what the various settings of the operational equipment were at the time of the accident.

End of Statement

K. A. Smith

ZDC-ARTCC-212
AAL77

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Pentagon Building, Washington DC
(aircraft ID) (location, city, state)
on 9/17th, 2001 at 1338⁴⁰⁰ UTC. My name is Kevin William Schott EK.
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Traffic Management Coordinator by the FAA at the Indianapolis ARTCC
(official title) (facility where employed)

I was working the Enroute Spacing position from 1230 UTC, 9/11, 2001 to
(sector/position name) (hour) (month/day) (year)
1703 UTC, 9/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

I have been asked for this statement on September 17, almost
one week after the incident. I have not been able
to review any tapes or data related to the incident.
I have requested any recordings of calls in which
I may have participated. These may be held by the
FAA, Air Force, or other agencies. (over)

I certify, to the best of my knowledge and recollection, the above statement is correct.

K. W. Schott
(signature)

9/17/01
(date)

On September 11, 2001 my first involvement with AAL77 was when Area 3 Supervisor Linda Porinelli called to report that they had lost the transponder and communications to AAL77. She ^{related} ~~related~~ the last known ~~location~~ ^{pos} position was YRK 080010, and she requested that I call Air Force ~~Search~~ ^{Search} and Rescue about the incident. From the ESP position (scope 60) I brought up AAL77's data block and ~~noticed~~ ^{pos} noticed the position symbol was in coast track, so I brought up primary tags and I didn't observe ~~any~~ ^{any} in the area. I immediately called Air Force Search and Rescue.

I talked to ~~Air~~ ^{pos} Air Force Search and Rescue about three or four times over the following 45 minutes relaying information as requested and as it became available.

End of statement

A

AMENDED 5/2/02 SS

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON DC
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is STEPHEN R. LUTOMSKI (SS)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an SUPERVISOR OF TRAFFIC MANAGEMENT COORDINATIONS by the FAA at the INDIANAPOLIS ARTCC.
(official title) (facility where employed)

I was working the SUPERVISOR, TRAFFIC MGMT. UNIT position from 1340 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

2100 UTC, 09/11, 2001.
(hour) (month/day) (year)

TEXT OF STATEMENT:

CONVERSATIONS WITH THE AIR FORCE RESCUE COORDINATION CENTER ARE CONDUCTED ON A
NON-RECORDED LINE. WITHOUT A TAPE FOR REVIEW, SPECIFIC SEQUENTIAL
EVENTS ARE NOT AVAILABLE FOR RECOLLECTION. HAVING ARRIVED IN THE TRAFFIC
MANAGEMENT UNIT AT APPROXIMATELY 1320Z, I WAS OBSERVING THE OPERATION
FOR FAMILIARIZATION OF THE CIRCUMSTANCES SURROUNDING THE EVENTS OF
THAT MORNING. WHILE ASSISTING THE UNIT WITH VARIOUS TASKS AS NEEDED,
I HAD NUMEROUS CONVERSATIONS WITH THE AIR FORCE RESCUE

I certify, to the best of my knowledge and recollection, the above statement is correct. (OVER.)

Stephen R. Lutowski
(signature)

5/2/02
(date)

COORDINATION CENTER REGARDING AAL77 BETWEEN THE HOURS OF 1335-1535Z.
THOSE CONVERSATIONS REGARDING AAL77 SURROUNDED REQUESTS FOR
CONFIRMATION OF A CRASH IN THE VICINITY OF ASHLAND, KY. I WAS
UNABLE TO CONFIRM OR DENY THE REQUEST. ULTIMATELY, MY LAST
CONVERSATION WITH THE AIR FORCE WAS A REQUEST BY THEM TO ME TO HAVE AN
ALNOT ISSUED, WHICH I COMPLETED.

THERE IS NO OPERATIONAL EQUIPMENT ASSOCIATED WITH THE PERFORMING
OF THESE FUNCTIONS/DUTIES.

Stephen R. Luttrell 5/2/02

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON DC
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is STEPHEN R. LUTOMSKI (SS)
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an SUPERVISOR OF TRAFFIC MANAGEMENT by the FAA at the INDIANAPOLIS ARTCC
(official title) (facility where employed)

I was working the SUPERVISOR, TRAFFIC MANAGEMENT UNIT position from 1340 UTC, 09/11, 2001 to
(sector/position name) (hour) (month/day) (year)

2100 UTC, 09/11, 2001
(hour) (month/day) (year)

TEXT OF STATEMENT:

CONVERSATIONS WITH THE AIR FORCE RESCUE COORDINATION CENTER ARE CONDUCTED ON
A NON-RECORDED LINE. WITHOUT A TAPE FOR REVIEW, SPECIFIC SEQUENTIAL
EVENTS ARE NOT AVAILABLE FOR RECOLLECTION. HAVING ARRIVED IN THE TRAFFIC
MANAGEMENT UNIT AT APPROXIMATELY 1320Z, I WAS OBSERVING THE
OPERATION FOR FAMILIARIZATION OF THE CIRCUMSTANCES SURROUNDING THE
EVENTS OF THAT MORNING. WHILE ASSISTING THE UNIT WITH VARIOUS
TASKS AS NEEDED, I HAD NUMEROUS CONVERSATIONS WITH THE
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Stephen R. Lutomski
(signature)

9/26/01
(date)

AIR FORCE RESCUE COORDINATION CENTER REGARDING AAL77 BETWEEN
THE HOURS OF 1335-1535Z.

THOSE CONVERSATIONS REGARDING AAL77 ~~SURROUNDING~~^{SS} SURROUNDED REQUESTS
FOR CONFIRMATION OF A CRASH IN THE VICINITY OF ASHLAND, KY. I WAS
UNABLE TO CONFIRM OR DENY THE REQUEST. ULTIMATELY, MY LAST CONVERSATION
WITH THE AIR FORCE WAS A REQUEST BY THEM TO ME TO HAVE AN ALNOT
ISSUED, WHICH I COMPLETED.

Stephen R. Luttrell

9/26/01

ZDC-ARTCC-212
AAL77

SECTION 11
Weather Products

| SURFACE WEATHER OBSERVATIONS (METAR/SPEC) | | | | | | | | | | LATITUDE | | LONGITUDE | | STATION ELEVATION (FT. MSL) | | TIME CONVERSION TO UTC | | DAY | | MONTH | | YEAR | | SD | | STATION (CITY, STATE) | |
|---|----------|---------|----------|------------------|-----------------------|----------------------------|---|-----------------|--------------------|----------|--------------|----------------|--|-----------------------------|--|------------------------|--|-----|--|-------|--|------|--|----|--|-----------------------|--|
| WIND | | | | | | VISIBILITY | | PRESENT WEATHER | SKY CONDITION | TEMP °C | DEW POINT °C | ALT-METER INS. | REMARKS AND SUPPLEMENTAL CODED DATA | | | | | | | | | | | | | | |
| TIME (LST) | DIR TRUE | SPD KTS | GUST KTS | VARIABILITY TRUE | SURFACE STATUTE MILES | RUNWAY VISUAL RANGE (FEET) | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | | | | | | | | | | | | | |
| M 0051 | 330 | 8 | | | | 10 | | | CLR | 21 | 17 | A3015 | SLP207 T02060167 10233 20200 58003 | | | | | | | | | | | | | | |
| M 0151 | 340 | 7 | | | | 10 | | | CLR | 19 | 17 | A3014 | SLP207 T01890167 | | | | | | | | | | | | | | |
| M 0251 | 330 | 7 | | | | 10 | | | CLR | 19 | 16 | A3015 | SLP208 T01890161 | | | | | | | | | | | | | | |
| M 0351 | 340 | 7 | | | | 10 | | | CLR | 18 | 16 | A3015 | SLP209 T01780156 53001 | | | | | | | | | | | | | | |
| M 0451 | 330 | 10 | | | | 10 | | | CLR | 18 | 15 | A3016 | SLP213 T01830150 | | | | | | | | | | | | | | |
| M 0551 | 340 | 7 | | | | 10 | | | FEW200 | 18 | 14 | A3018 | SLP219 T01780144 | | | | | | | | | | | | | | |
| M 0651 | 330 | 8 | | | | 10 | | | FEW230 | 19 | 14 | A3020 | SLP226 T0014 T01940144 10206 20178 53017 | | | | | | | | | | | | | | |
| M 0751 | 350 | 5 | | | | 10 | | | CLR | 21 | 14 | A3021 | SLP230 T02110144 | | | | | | | | | | | | | | |
| S 0840 | 330 | 10 | | | | 10 | | | CLR | 23 | 14 | A3022 | (ACFT MISHAP) FIBI (RS) | | | | | | | | | | | | | | |
| S 0841 | 330 | 10 | | | | 10 | | | CLR | 23 | 14 | A3022 | SLP235 T02330144 | | | | | | | | | | | | | | |
| M 0851 | 340 | 9 | | | | 10 | | HZ | CLR | 23 | 14 | A3023 | SLP233 T02440144 50007 | | | | | | | | | | | | | | |
| M 0951 | 320 | 8 | | | | 4 | | | CLR | 24 | 14 | A3022 | SLP229 T02560139 | | | | | | | | | | | | | | |
| M 1051 | 330 | 9 | 15 | | | 7 | | | CLR | 26 | 14 | A3021 | SLP222 T02670122 | | | | | | | | | | | | | | |
| M 1151 | 360 | 6 | | | | 10 | | | CLR | 27 | 12 | A3019 | SLP217 T02670128 10272 20194 58016 | | | | | | | | | | | | | | |
| M 1251 | 330 | 6 | | | | 10 | | | SCT055 | 27 | 13 | A3017 | SLP209 T02780133 | | | | | | | | | | | | | | |
| M 1351 | 300 | 10 | 14 | 270V350 | | 10 | | | SCT060 | 28 | 13 | A3015 | SLP204 T02720133 | | | | | | | | | | | | | | |
| M 1451 | VRB | 3 | | | | 10 | | | FEW060 | 27 | 13 | A3013 | SLP199 T02780133 56018 | | | | | | | | | | | | | | |
| M 1551 | 320 | 6 | | | | 10 | | | FEW060 | 28 | 13 | A3012 | SLP198 T02780122 | | | | | | | | | | | | | | |
| M 1651 | 330 | 10 | | | | 10 | | | FEW060 | 28 | 12 | A3012 | SLP200 T02670128 | | | | | | | | | | | | | | |
| M 1751 | 300 | 7 | | | | 10 | | | CLR | 27 | 13 | A3012 | SLP202 T02560128 10283 20256 53003 | | | | | | | | | | | | | | |
| M 1851 | 280 | 4 | | | | 10 | | | CLR | 26 | 13 | A3013 | SLP207 T02440133 | | | | | | | | | | | | | | |
| M 1951 | 290 | 3 | | | | 10 | | | CLR | 24 | 13 | A3014 | SLP207 T02440133 | | | | | | | | | | | | | | |
| M 2051 | 350 | 5 | | | | 10 | | | FEW001 | 22 | 17 | A3016 | SLP212 FU NW - E AND OHD T02170167 | | | | | | | | | | | | | | |
| M 2151 | 030 | 7 | | | | 10 | | | CLR | 22 | 16 | A3018 | SLP218 T02170161 52016 | | | | | | | | | | | | | | |
| M 2251 | 030 | 6 | | | | 10 | | | CLR | 20 | 16 | A3018 | SLP219 T02000161 | | | | | | | | | | | | | | |
| M 2351 | 050 | 3 | | | | 10 | | | CLR | 21 | 17 | A3018 | SLP220 T02060167 402830178 | | | | | | | | | | | | | | |
| | | | | | | | | | *** End of Day *** | | | | | | | | | | | | | | | | | | |

I hereby certify that this is a true copy of the weather for 09/11/01 as received by the National Climatic Center. *[Signature]*

